MINISTRY OF
TRANSPORT AND CIVIL AVIATION

Roads in England and Wales

REPORT FOR THE YEAR 1956-57

LONDON
HER MAJESTY'S STATIONERY OFFICE
1958

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Acknowledgement is made for permission to reproduce photographs for Plates 7 and 8 to the City of Birmingham Public Works Department.

REPORT ON ROADS IN ENGLAND & WALES FOR THE YEAR ENDING 31st MARCH, 1957

Presented to Parliament pursuant to Section 3(6) of the Roads Act, 1920

Under Section 4 of the Miscellaneous Financial Provisions Act, 1955, the Road Fund was wound up with effect from 1st April, 1956. As from that date, any expenditure incurred by the Minister of Transport and Civil Aviation, which would otherwise have been defrayed out of the Road Fund, has been defrayed out of moneys provided by Parliament.

Also, as from 1st April, 1956, by virtue of the Transfer of Functions (Roads, Bridges and Ferries) Order, 1955, responsibility for roads in Scotland passed to the Secretary of State.

I. Review of the Year

The year 1956–57 is the first financial year after the abolition of the Road Fund. It is also the first year during which the responsibility for roads in Scotland has been with the Secretary of State for Scotland. Consequently the present report, which is to some extent set out differently from the old Road Fund Reports, is concerned with roads in England and Wales only. In certain of the appendices, however, statistics for Scottish roads are also given so as to preserve some measure of comparison with previous reports.

The year has seen a continuing and steady expansion in the amount of work done on roads. There has also been a shift in priorities towards the more rapid completion of major road projects including the Great North Road and certain motorways. On trunk roads, for which the Minister is the responsible highway authority, the value of new constructional work authorised, exclusive of land, totalled £13,349,610, whilst grants authorised for classified road schemes—which are the responsibility of the various local highway authorities—were £14,380,000.

The figures must be viewed against the background of the urgent need for improvements in the road system but it must not be forgotten that until the year 1954, little or no major improvement work had been possible on the roads since the war and that it takes time for a substantial programme of road works to get into its stride. This is due to two things: the amount of planning and preparatory work, including land acquisition, needed before actual constructional work can start on the larger schemes, and the statutory procedures necessary under the Special Roads Act, 1949, and the Trunk Roads Act, 1946. These procedures are designed to protect the rights of the private individual and could not be curtailed except at the expense of those rights. They invariably take some time to complete—in the case of larger schemes, as long as three to four years. Details of these procedures, which were placed in the House of Commons' library, are at Appendix X.

The time taken over this preparatory work, however, only limits the rate at which the programme can expand. It has no effect on the amount of work which may be done once the programme has got under way.

Another consequence of this is that in its earlier years an expanding programme must of necessity consist of schemes on which some preparatory work has been done and a number of smaller schemes which can be put in hand and finished quickly. This period is now coming to an end. A great deal of preliminary work has already been completed, and during this financial year work started on the first road in this country to be built to motorway standards—the Preston By-pass. Next year will see others, including a start on the London–Birmingham motorway, whilst more are planned for future years. In addition a start was made on the Dartford–Purfleet Tunnel, estimated to cost over £11,000,000. When it is opened, it is expected that it will draw off about a quarter of the traffic which now uses Blackwall Tunnel and a proportion of the traffic from other of London's eastern river crossings, thus helping to relieve congestion in the dock area. In all, 1,247 schemes totalling £30,296,526, were started during the year.

The actual payments made for major improvement and new construction during the year totalled £13,388,000. Payments are dependent upon the rate at which the bills are presented and it has been found that this is generally a good deal slower than the rate at which the works progress; this figure is therefore not a good way of measuring the programme.

The total mileage of roads which has to be maintained in England and Wales is 162,434 of which 84,975 miles are unclassified. Details are in Appendix I. The cost of maintenance and minor improvement for this large network was £67,156,000 (for trunk and classified roads it was £46,252,000). Included under this heading are numerous small schemes, including "black spot" improvements, which made a useful contribution to the free flow and safety of traffic. Great emphasis is laid on the use of maintenance and minor improvement funds for this purpose on trunk roads, and local authorities were asked to give similar emphasis to such work on classified roads.

Apart from physical measures to improve dangerous sections of road and deal with "accident black spots", efforts have been continued, with the co-operation of the Royal Society for the Prevention of Accidents and local authorities, to educate road users to recognise and avoid the dangers of the roads; a major national campaign "Mind that Child" was held from September to November. The Road Traffic Act, 1956, which received the Royal Assent on 2nd August, included provisions for tests of the condition of vehicles; new powers for the Minister and local authorities to incur expenditure in connection with road safety information and practical training for road users; various amendments in the law relating to offences by road users; new provisions with respect to parking places, traffic regulation and enforcement of the Road Traffic Acts; and a large number of other provisions relating to road safety and road traffic. Many of the new provisions were brought into operation during the year under review.

Traffic flow on the roads is now measured in passenger car units, traffic census figures being converted in such a way as to make allowance for the relative requirements of light and heavy traffic as follows:

Pedal cycles	0·5 units
Motor cycles, private cars, light vehicles	1·0 units
Heavy goods vehicles (over 30 cwt. unladen, buses and coaches)	3·0 units

In this way it is hoped to relate more realistically the effect on the roads of the different types of traffic.

A traffic count taken in a week in August, 1956, on trunk and Class I roads in England and Wales showed an increase of 19 per cent over traffic which passed through comparable points in the corresponding week of August, 1954. The number of private cars was 28 per cent greater and all goods vehicles 7 per cent greater; the number of buses and coaches, however, remained unchanged. Further details of road traffic statistics for the year are given in Appendix XVIII.

Looking ahead, the Minister has set up a special planning section in the Department with the task of working out, in the light of the latest information about traffic trends, what the country's road system will ultimately need to be. This review will cover both the main trunk road system and the special problems of London and other urban areas. In this connection, a start was made this year on the preparation of a trunk road master plan. This will take a long time to complete, but the data being collected will be useful in current planning.

II. Financial Position 1956-57

1. PAYMENTS AND RECEIPTS

The amount voted by Parliament for the year for road purposes (i.e. those services previously dealt with by the Road Fund Report) in England and Wales was £46,188,500. The amount of the Grant in Aid voted for 1955–56 was £44,790,000, but this figure included the provision for Scotland.

Payments in the year amounted to £45,645,354 and Receipts to £441,148 (excluding expenditure incurred on behalf of other Government Departments and recoverable from them). Corresponding figures for 1955–56 were £44,760,574 and £259,267 respectively, and included Scotland.

A detailed statement of payments and receipts for 1956–57, together with corresponding figures for 1955–56 appears in Appendix II.

2. COMMITMENTS

Outstanding commitments at 31st March, 1957, in respect of new construction, maintenance and improvement, of trunk roads were estimated at £28,953,000. Details together with corresponding figures for the year 1955–56, which included Scotland, are shown in the following table:

	At 31st March	
	1956	1957
	('000 £)	('000 £)
Major improvement, new construction, etc.	18,339	27,966
Maintenance and minor improvement	940	987
Totals	19,279	28,953

Outstanding liabilities in respect of grants made or indicated to highway authorities for new construction, maintenance and improvement, of classified roads and bridges up to 31st March, 1957, were estimated at £37,090,000. Details, together with corresponding figures for the year 1955–56, which included Scotland, are shown in the following table:

	At 31st March	
	1956	1957
	('000 £)	('000 £)
Major improvement, new construction, etc.	27,977	30,451
Maintenance and minor improvement	8,028	6,639
Totals	36,005	37,090

3. GENERAL EXPENDITURE ON HIGHWAYS

The full cost of works on trunk roads, for which the Minister of Transport and Civil Aviation is the highway authority, is met from Government sources. On classified roads, for which local authorities are the highway authorities, assistance is given at the following rates:

Class I roads	75 per cent
Class II roads	60 per cent
Class III roads	50 per cent

The balance of the money spent for this purpose is found primarily by local highway authorities from rates and loans, supplemented by Exchequer grants under the Local Government Acts.

The total expenditure on highways for the year under review amounted to £108,637,000 of which £16,967,000 was spent on trunk and £91,670,000 on other roads. Corresponding figures for the year 1955–56 were £98,611,000, £12,660,000 and £85,951,000 respectively.

A more detailed analysis of these figures is given in Appendices IV and V, while Appendix VI shows the incidence of the expenditure, other than direct payments by the Minister, on the various classes of highway authorities in England and Wales. The average expenditure per mile on maintenance, repair and minor improvement of the various classes of roads is shown in Appendix VII.

The figures in these appendices are based in some cases on accounts which have not been audited and also do not include expenditure by a few urban authorities from whom returns have not been received, but this will have no significant effect on the total expenditure.

Other Special Expenditure. Certain other costs in respect of highways are also borne under Subheads I and J.1 of the Roads, etc., England and Wales Vote. Payments under these heads amounted to £150,143 in 1956–57 of which £99,169 was spent on the restoration of damage to roads caused by the war; £1,993 on the removal of defence works and restoration of land in connection with highways; £43,484 in respect of reimbursement to local authorities of expenditure incurred in connection with repairs to roads damaged by air raids in the London Civil Defence Region, responsibility for which was transferred from the Home Office as from 1st April, 1947; and £5,497 on grants to local authorities under the Distribution of Industry Act, 1945. Corresponding payments in 1955–56 (Subhead B) which included Scotland amounted to £154,331.

III. Special Roads

4. SPECIAL ROADS AND SURVEYS

Under the provisions of the Special Roads Act, 1949, the Minister is granted statutory powers to construct, or approve the construction of, special roads which are reserved for certain categories of traffic as classified in Schedule II to the Act. In so far as the Minister is the responsible highway authority, these special roads have the status of trunk roads. Special roads may also be constructed as classified roads where authority is vested in the local highway authority subject to confirmation by the Minister. The special roads at present under construction are designed to cater for certain classes of motor traffic and are consequently described as motorways or motor roads. This term cannot, however, be used to describe all special roads, since the Act contains powers for the construction of special roads which, for example, might specifically exclude motor traffic.

The special roads restricted to the carriage of motor vehicles (i.e. motorways) differ from the normal trunk road or classified road in that access to them is severely restricted, and no frontage development is permitted except for the very limited amount necessary to provide facilities essential to the motorway itself, e.g. cafes, petrol filling stations, service stations, etc. Where such facilities are considered necessary, suitable sites for them are chosen as part of the design of the motorway.

The purpose of the motorways is to provide for an uninterrupted flow of through traffic at relatively high speeds with as near direct routeing as possible between important centres of trade and industry. On grounds of safety they are constructed with long flat curves and easy gradients. Provision is also made for hard shoulders adjacent to the carriageway to enable vehicles to pull up, in emergencies, clear of the running lanes and the actual carriageways, and for dual two-lane or three-lane carriageways according to traffic requirements. Where it is considered necessary to provide a link with an existing road the intersection is generally made by means of a fly-over junction.

In view of the limited access on to the motorways and the high speed traffic for which they cater a high degree of traffic discipline is required, and points which still have to be resolved are waiting restrictions, use of traffic lanes, emergency arrangements, access for ambulances, fire services, breakdown vehicles, etc., and general speed limits.

Another feature of the construction of motorways is landscape treatment which has the objectives of promoting safety and of ensuring that the motorways do not scar the countryside. Methods of achieving these objectives are being closely studied at present. Among them will be the planting of trees and shrubs to break the monotony of the line without interfering with the stringent safety standards which high speed traffic demands.

Schemes have been approved or are in course of preparation for building some 350 miles of special roads for motor traffic only. The schemes, which form part of the Government's present expanded road programme, include two long-distance motorways and a number of shorter roads which will eventually be joined to main motorways. The various statutory procedures which the Minister is required to carry out before constructional work can begin on the special roads are similar to those required in respect of trunk roads and are outlined in Appendix X.

The largest Special Road Scheme made by the Minister during 1956–57 is the South of Luton–Watford Gap–Dunchurch Scheme, generally identified as the first section of the London–Yorkshire Motorway which will be approximately 53 miles long. Coupled with this Scheme is the Watford and South of St. Albans–Redbourn–Kidney Wood, Luton Special Road Scheme (St. Albans By-pass) which was also made by the Minister during the year and which will eventually be integrated as an extension of the London–Yorkshire Motorway. (Construction on these two Schemes started in March, 1958.) Survey work continued on the second section of the motorway between Watford Gap (where the spur to A.45 and Birmingham leaves the motorway) and the Doncaster By-pass.

Other Schemes made by the Minister during the year are the West of Slough–West of Maidenhead (Maidenhead By-pass) and the Slough By-pass which will eventually be integrated in a future South Wales Radial Road.

The Minister also gave notice during the year to make Schemes in respect of the Darlington By-pass, the Doncaster By-pass which will eventually form part of the London–Yorkshire Motorway, and the Dunchurch By-pass.

In addition to his powers to make Special Roads Schemes under Section 1 of the Special Roads Act, 1949, the Minister has powers under Section 3 of the Act, inter alia, to stop up, divert, improve or re-align any road which crosses or enters the route of a special road or is otherwise affected by its construction and to construct any new road for purposes connected with any such alteration. For this purpose the Minister has during the year made an Order under Section 3 of the Act in connection with the Bamber Bridge–Broughton Special Road (Preston By-pass), the Scheme for which was made in 1955–56. Construction of this nine mile By-pass Scheme, which will eventually be integrated in a future motorway originating from the north of Birmingham, has already started and is expected to be completed by the end of 1958. A photograph showing a sector of the line of the route being prepared for construction can be seen on page 44a.

The survey for the draft Scheme in respect of the Birmingham–Preston motorway was completed.

The Minister also announced his intention to make Section 3 Orders in respect of the London–Yorkshire Motorway (first Section), the North of Twyning–North of Ross (Ross Spur) and the Hampson Green–North of Carnforth (Lancaster By-pass) Special Road Schemes. The two latter Schemes were made in 1955–56.

Further details of all the Special Road Schemes made or announced during 1956–57 will be found in Appendix VIII.

IV. Trunk Roads

5. GENERAL

Under the provisions of the Trunk Roads Act, 1936, thirty of the principal roads in Great Britain constituting the national system of routes for through traffic, which by virtue of the Act became trunk roads, were transferred to the responsibility of the Minister of Transport who became the highway authority for these roads. The roads concerned are listed in the First Schedule to the Act.

The Trunk Roads Act, 1946, added a further 71 trunk roads (contained in the First Schedule) to the Minister's responsibility and also gave him powers to extend, improve or reorganise the national system of trunk roads by an Order under Section 1 of the Act directing that an existing road, or any road proposed to be constructed by him, become or cease to be a trunk road.

Schemes are in band to provide dual carriageways, wider roads and by-passes of larger towns and to remove bottlenecks on a large number of the trunk roads which are at present unable to cope with the increasing traffic flow.

One scheme on the point of completion at the end of the year 1956–57 was the Ashford By-pass (Kent). 2¾ miles long, it provides for dual 22 ft. carriageways and incorporates the construction of fly-over junctions. An illustration of this form of construction can be found in the photograph on page 44a. Other photographs on pages 44b and 44c show a number of different types of trunk road improvements.

High priority is being given to bringing the important Great North Road (Trunk Road A.1) up to the standard required for modern traffic conditions. Between London and Newcastle, a distance of some 270 miles, the road, except for some lengths of three-lane carriageway at present adequate for traffic, will be provided with dual 24 ft. carriageways at a cost of some £40 million. (Ultimately this stretch of road will have dual carriageways throughout its length.)

During the financial year, one major scheme costing over £100,000 was completed on A.1 and construction was started on five others. In addition six other such schemes were authorised, including the Catterick By-pass which is expected to cost over £1 million.

6. MAJOR IMPROVEMENT SCHEMES AND SURVEYS

During the year 1956–57, the Minister authorised 292 schemes estimated to cost £13,349,610, and the preparation, at a cost of £4,128,494 including land acquisition, of 343 schemes (three of which are motorways), for future execution. Brief particulars of the more important schemes estimated to cost more than £25,000 each in progress during 1956–57, are given in Appendix IX and highlighted on the Maps on pages 46–49.

Preliminary survey and road location work to determine approximately the lines of new trunk roads and diversions was continued. In addition, more detailed work was done to fix the lines of new roads for the purpose of making Orders under Section 1 (2) of the Trunk Roads Act, 1946, and schemes under Section 1 (1) of the Special Roads Act, 1949. The more important of these are given in Appendix IX A.

7. STATUTORY PROCEDURES

In Appendix X are notes outlining the procedure which has to be carried out before constructional work can start. The numbers of Orders made and intended are tabled below:

Type of Order	Made	Intention served
Section 1(2) making existing roads into trunk roads, de-trunking roads, laying down lines of by-passes or diversions . . .	48	28
Section 14(7) revoking or varying previous orders . . .	2	1
Section 14(1) side road improvement stopping-up or construction	70	38

8. MAINTENANCE AND MINOR IMPROVEMENT

During the year £9,479,710 was paid for maintenance and minor improvement works, including the resurfacing of approximately 449 miles of road and the surface dressing of approximately 631 miles of road.

The volume of work carried out was slightly less than in the previous year, as the funds available were about the same as in 1955–56, but costs of labour and materials had increased.

9. CONTROL OF DEVELOPMENT UNDER THE TOWN AND COUNTRY PLANNING ACT, 1947

(*a*) Town and Country planning legislation requires local planning authorities in England and Wales to consult the Minister of Transport and Civil Aviation before they grant planning permission for development which will affect trunk roads (with certain defined exceptions, of which the planning authorities have been informed). After consulting the Minister the local planning authorities must comply with any direction he may give restricting the grant of permission.

The following table summarises the number of such applications in England and Wales on which the Minister was consulted during the past two years:

	1955–56	*1956–57*
Applications outstanding on 1st April . . .	618	601
Applications during the year	8,190	7,127
	8,808	7,728
Dealt with as follows:		
Direction not considered necessary	2,917	2,695
Direction issued:		
(i) that consent be restricted	3,291	2,833
(ii) that consent be refused	1,999	1,676
Applications outstanding on 31st March . .	601	524
	8,808	7,728

(*b*) Under administrative arrangements made with the Minister of Housing and Local Government, appeals made under the Act of 1947 may be referred to the Minister of Transport and Civil Aviation where the issue on the appeal depends on the effect of the development on the use and safety of a highway in England and Wales.

The number of appeals affecting trunk roads referred to the Minister during 1956–57 was 347, which compares with 228 during the previous year.

10. LAND

The Minister's powers to acquire land for the construction and improvement of trunk roads, including special roads, and adjoining side roads are conferred by section 13 of the Restriction of Ribbon Development Act, 1935, as applied, appropriately, by one or more other Acts.

The Minister realises that, essential though it is to construct and improve roads, it often seriously inconveniences the people concerned when land is required for these purposes. Accordingly, it is the Minister's policy to show every possible consideration and to avoid the arbitrary application of compulsion. The acquisition of land proceeds, therefore, wherever possible by negotiations which are opened with vendors by District Valuers of the Board of Inland Revenue on the Minister's behalf as soon as the necessary Orders or Schemes have been made or published and land plans are available. Wherever possible, negotiations proceed concurrently with the preparation of engineering details so that no time is lost.

Although negotiations may eventually result in agreement, in the case of large schemes consisting of a substantial number of interests, preparations for the use of compulsory powers are often begun simultaneously with the opening of negotiations in case those powers have to be invoked. In any event, compulsory powers are necessary when special lands are involved, e.g. common land, certain public open spaces, etc., more particularly as land may have to be made available in exchange in such cases.

The Compulsory Purchase Order procedure requires advertisement of the draft Order, three weeks for receiving objections, possibly a public inquiry and thereafter consideration of the Inspector's Report and the formal making of the Order.

The acquisition procedure usually takes between eight and twelve months, though the time is much longer where the issues are large or controversial. Even when acquisition formalities have been completed, delays may still occur before land can be entered upon, for example where difficulty is experienced in the rehousing of tenants (which is a responsibility accepted by the Minister) or where burial grounds are involved.

On 1st April, 1956, the land needed for 912 schemes was being acquired. During 1956–57, the acquisition of land for a further 581 schemes was begun and land acquisition was completed on 377. Sixteen other schemes were superseded or dropped, so that on 31st March, 1957, land acquisition was proceeding on 1,093 schemes.

During the year, the Minister made 30 compulsory purchase orders in respect of land required for improvement works on trunk roads.

The suspension during and since the war of schemes for which land had been acquired has left the Minister in possession of land and buildings which, had it been possible for works to proceed normally, would have been absorbed in the works, or, if surplus, disposed of. Most of these land and buildings, including some acquired during the current year for future requirements, are leased to tenants until the imminence of the road works makes possession of the land essential.

The properties thus under management at 31st March, 1957, comprised 484 buildings (including dwelling houses and business premises) and 2,934 plots of agricultural or other land. These figures compare with 598 and 3,728 respectively for the year 1956.

11. TRAFFIC REGULATION

(*a*) *Orders under the Road Traffic Act, 1930, as applied by the Trunk Roads Acts*

The Minister made 24 Orders under these powers, imposing traffic restrictions on lengths of trunk roads. Seventeen of these orders restricted waiting vehicles, five instituted one-way traffic, and two amended previous orders.

(*b*) *Speed Limits*

During 1956–57 the Minister made 36 Orders under the Road Traffic Act, 1934, the net effect of which was that in England and Wales approximately two miles more of road were restricted and approximately 13 miles more of road were derestricted by Order. On 31st March, 1957, approximately 1,248 miles of trunk roads were subject to a speed limit of 30 m.p.h.

(*c*) *Pedestrian Crossings*

The establishment of 24 new crossings, the re-siting of four and the abolition of 16 crossings on trunk roads were approved during the year.

At 31st March, 1956, there were 1,141 uncontrolled and 464 controlled crossings over trunk roads.

(*d*) *Traffic Control Signals*

During the year the Minister approved the installation of 51 traffic control signals on trunk roads.

12. CLAIMS AGAINST THE MINISTER

Between 1st April, 1956, and 31st March, 1957, 419 claims were made against the Minister as highway authority for trunk roads, alleging misfeasance or negligence on his part or that of his agents. 120 claims were settled on payment of sums varying from 6*s*. 11*d*. to £915. The total amount paid by the Minister in settlement of claims during the period was £5,445 4*s*. 5*d*.

V. Other Roads

13. GENERAL

Except for Trunk roads, which are the national system of routes for through traffic, and for which the Minister is responsible, other publicly maintained roads are the responsibility of local authorities as set out in the Local Government Act of 1929.

For the most part, powers in relation to the construction and improvement of roads which are exercisable by local authorities are conferred on them in their capacity as highway authorities, but certain powers, for example those relating to the provision of parking places, are exercised by the councils in their capacity as local, as distinct from highway, authorities. These highway authorities, in England and Wales, are the councils of the counties, county boroughs, non-county boroughs and urban district councils into which the country is divided for purposes of local government. Broadly, the councils of counties, county boroughs and metropolitan boroughs are the highway authorities for all classified and unclassified roads in their areas, with the following exceptions:

(i) The councils of non-county boroughs and urban districts are responsible for the unclassified roads within their boundaries.

(ii) The councils of larger non-county boroughs and urban districts may claim the right to maintain classified roads in their areas and if they do so they become statutorily responsible for maintaining those roads, although mainly, if not wholly, at the expense of the county council.

(iii) The London County Council are responsible for some Thames bridges and embankments and the Thames tunnels, and for the improvement of main roads in London (for which the metropolitan borough councils, and not the county council, are the highway authorities).

These arrangements may, in some areas, be modified by highway authorities exercising their power to delegate their functions. For example, a county council may delegate powers to maintain the county roads to a borough, urban district council or rural district council, though this does not affect their liability for the cost.

For the purpose of advances for the construction, improvement or maintenance of non-trunk roads the Minister has powers under the Ministry of Transport Act, 1919, to classify roads, and in the exercise of these powers a general scheme of road classification was instituted in 1921. The most important roads connecting large centres of population and other roads of outstanding importance from the point of view of through traffic were classified as Class I roads; while other roads forming important links between Class I roads and the smaller centres of population were classified as Class II roads. In April, 1946, a system of Class III roads was instituted comprising roads which, although previously unclassified, were considered to have more than local traffic value. Roads of purely local importance are regarded as the local highway authority's responsibility. The classification of roads is revised annually.

Since 1922, a system of numbering has been instituted for all Class I and Class II roads, working clockwise. Any Trunk and Class I routes beginning, for example, in Zone 4 (i.e., between A.4 and A.5) are given the letter "A" and a number beginning with 4, which they retain through their entire length irrespective of the zone in which they finish (exceptionally, Zone 1 is bounded on the south by the Thames estuary; roads beginning between the estuary and A.2 are numbered A.209, A.226, etc.). Class II roads are similarly numbered with three or more figures prefaced by the letter "B". Class III roads have not been numbered by the Ministry. Details of the mileage of public highways for which various types of highway authority are responsible are given in Appendix I.

As mentioned earlier, grants are made at the rate of 75 per cent towards the cost of work on Class I roads, 60 per cent towards the cost of work on Class II roads and 50 per cent towards the cost of work on Class III roads. Nothing is directly contributed from Central Government funds towards expenditure on unclassified roads, nor are any grants payable for maintenance of classified roads and bridges in London and county boroughs in England and Wales. Grants towards approved schemes of improvement and new construction in these areas are, however, made at the rates indicated above according to the classification value of the road. Overall, approximately two-thirds of all expenditure on classified roads is borne by Central funds and one-third by local authorities. Where such grants are payable, the work is subject to the agreement of the Ministry on constructional details and execution, though a great deal of discretion is allowed to local highway authorities in the expenditure of grants for maintenance.

14. GRANTS APPROVED DURING 1956–57

The following table summarises the grants to highway authorities. The amounts represent the maxima within which the Minister agreed to make payments, on an approved percentage basis, towards the actual expenditure incurred. Grants are based on costs as estimated at the time of issue. An analysis of the grants is given in Appendix XI.

—	1955–56 England and Wales ('000 £)	1956–57 England and Wales ('000 £)
Total	38,656	35,351
Maintenance and minor improvement	19,946	19,780
Major improvement, new construction, etc.	17,527	14,380
Other purposes	1,183	1,191

15. MISCELLANEOUS GRANTS

(*a*) *Installation and maintenance of traffic control signals, speed limit signs, pedestrian crossings, etc.*

Grants under this heading have continued and Appendix III shows the payments made during the period under review.

(*b*) *Salaries and establishment charges of surveyors*

Payments amounting to £349,000 were made towards the salaries and travelling expenses of surveyors to highway authorities in England and Wales, in pursuance of agreements entered into by the Minister with highway authorities under the provisions of section 17 (2) of the Ministry of Transport Act, 1919. At 31st March, 1957, the Minister had entered into such agreements with 953 highway authorities out of a total of 1,055.

16. MAINTENANCE AND MINOR IMPROVEMENT

The funds available for maintenance and minor improvement works were very little more than those for the previous year. Approximately 2,188 miles of road were re-surfaced and some 10,680 miles of road were surface-dressed.

17. PROGRESS IN THE DIVISIONS

Brief reports showing the more important works of new construction and major improvement on schemes costing more than £25,000 each, in hand during 1957, are given in Appendix XII. The photograph on page 44c illustrates the pumping machinery and air lock used for the Dartford–Purfleet Tunnel. This is one of the largest and most costly projects being undertaken. A before and after study of another—the Birmingham Inner Ring Road—is shown by the photographs on page 44d.

18. CONTROL OF DEVELOPMENT

Under the arrangements described in para. 9 the number of appeals affecting other roads referred to the Minister during the period was 475, which compares with 369 during the previous year.

The provisions of sections 1 and 2 of the Restriction of Ribbon Development Act, 1935, were repealed on 1st July, 1948, by the coming into force of the Town and Country Planning Act, 1947. The Minister's approval of plans under section 24 of the Act of 1935 is still necessary, however, if a highway authority intends to exercise the powers of section 13 of that Act for the acquisition of land for a proposed road.

During the period 1st April, 1956, to 31st March, 1957, one such plan, which involved 1·62 miles of road, received the approval of the Minister.

19. ORDERS FOR COMPULSORY ACQUISITION OF LAND FOR ROAD AND BRIDGE WORKS AND CAR PARKS

The Minister confirmed 33 Compulsory Purchase Orders made and submitted to him by local authorities in the manner prescribed by the Acquisition of Land (Authorisation Procedure) Act, 1946, in respect of land to be acquired for the construction of two new roads, the improvement of 31 existing roads and the provision of two car parks.

20. LANDLORD AND TENANT ACT, 1954. SECTION 57(1)

Two applications by local authorities to the Minister for certificates under section 57 (1) of the Landlord and Tenant Act, 1954, that it was requisite for the purposes of the local authority that the use or occupation of property required by them in connection with road improvement schemes and the like should be changed by a specified date, were outstanding at 31st March, 1956. Certificates were issued in both cases. During the year 1956–57 five applications were received. Certificates were issued in four cases and the remaining application was withdrawn.

21. REGULATION AND RESTRICTION OF ROAD TRAFFIC

(*a*) *Confirmation of orders under section 46 of the Road Traffic Act, 1930*

During the year under review the Minister confirmed 368 Orders imposing the following restrictions:

One-way traffic working	102
Control of waiting	199
Prohibition of vehicular traffic	14
Prohibition of heavy traffic	34
Prohibition of cycling on footways	18
Special speed limit	1

In addition, the Minister made four Orders under section 46 (3) of the Act, and confirmed 46 Orders made by local authorities under the same powers, as extended to them by the Road and Rail Traffic Act, 1933, all for the purpose of amending or revoking the provisions of earlier Orders.

(*b*) *Play Streets for Children*

Five applications for confirmation of Orders under the Street Playgrounds Act, 1938, were under consideration on 1st April, 1956, and 25 further applications were received during the year. Seventeen Orders were confirmed, leaving 13 still under consideration on 31st March, 1957.

(*c*) *Pedestrian Crossings*

The Minister approved the establishment of 157 new crossings, the re-siting of 22, and the abolition of 138 crossings during the year.

At 31st March, 1957, there were 8,447 uncontrolled and 5,243 controlled crossings over non-trunk roads.

(*d*) *Speed Limit in Built-up Areas*

During 1956–57 the Minister consented to the making of Orders under the Road Traffic Act, 1934, the net effect of which was that approximately 12¼ miles more of road were restricted and approximately 30 miles more of road de-restricted by Order. Additionally, in respect of roads in the London Traffic Area, the Minister made one Order imposing the speed limit on 1¼ miles of road, two Orders derestricting 1½ miles of road and revoked one previous Order which derestricted ¼ mile of road.

On 31st March, 1957, the mileage of roads (other than trunk roads) in England and Wales and the mileage of roads to which the 30 m.p.h. speed limit applied was as follows:

	Mileage	
	Classified	*Unclassified*
Total non-trunk public highways	71,137	84,975
Roads on which 30 m.p.h. speed limit was in force	13,929	33,376

(*e*) *Traffic Control Signals*

During the year the Minister approved the installation of 57 traffic control signals.

22. REGULATIONS MADE UNDER THE LONDON TRAFFIC ACT, 1924

During 1956–57 The Minister, after considering the recommendations of the London and Home Counties Traffic Advisory Committee, made regulations as follows:

(*a*) *Parking Places*

One regulation appointing parking places in 11 streets, revising such facilities in six and discontinuing them in three streets.

(*b*) *One-way Traffic Working*

Forty-one regulations instituting one-way traffic schemes.

(*c*) *Control of Waiting*

Ten regulations instituting waiting restrictions and one amendment to waiting restrictions in particular areas outside the Metropolitan Police District. One regulation instituting "Unilateral Waiting" restrictions and six amendments to "Unilateral Waiting" restrictions in the Metropolitan Police District. One amendment was made to the yellow band "No Waiting" restrictions in the Outer Area of London. In addition, there were three regulations consolidating the Central London, City of London and Outer London "No Waiting" restrictions.

(*d*) *Miscellaneous*

Sixteen regulations prohibiting right-hand and left-hand turns and six regulations prohibiting entry. In addition, one regulation was made prohibiting cycling on footpaths.

23. HIGHWAY FUNCTIONS: DISPUTES, ETC.

Under section 16 of the Highways and Locomotives (Amendment) Act, 1878, six applications from county councils for orders declaring roads to cease to be county roads and become ordinary highways were outstanding at 31st March, 1956. In two cases Orders were made by the Minister, and in the other four a decision was still outstanding at 31st March, 1957. During the year 1956–57, one further application was received, but investigation of this was not completed at 31st March, 1957.

Seven applications under section 33 of the Local Government Act, 1929, which empowers the Minister to determine disputes arising between county councils and "claiming" authorities in connection with payments towards the cost of maintenance, repair or improvement of "claimed" county roads, were outstanding at 31st March, 1956. In four cases determinations were made by the Minister, one was withdrawn and two were still outstanding at 31st March, 1957.

VI. Bridges

24. MOVEMENT OF ABNORMAL LOADS

The movement of abnormal indivisible loads grows year by year and necessitates the strengthening or reconstruction of bridges on the routes most affected between the heavy industrial centres and the main sea ports. During the year 14 such schemes were in hand. Details of these are given in Appendices IX, XII and XIII.

Abnormal load movements by road are now of the order of 20,000 per annum. About 90 of these are in excess of 150 tons or are wider than 20 ft. and occur under special Order.

Carriage by rail is severely limited by the loading gauge, and passage by sea is restricted by dock facilities, including lifting capacity. The steady trend to larger and heavier loads therefore has greatest impact on the roads and bridges. The heaviest loads, some exceeding 200 tons gross, are units of electrical equipment moving to the new power stations, and steel castings.

The most modern vehicles for transporting abnormal loads have improved axle spacing, light alloy frames and pneumatic tyres, all helping to disperse the weight more evenly on bridge structures.

The Department has continued to give general advice on routeing and notification of road and bridge works. During the year 388 routes were supplied in response to requests from members of the Heavy Haulage Industry and various Government Departments; 704 amendments to routes were issued as a result of representations made by bridge owners.

25. GENERAL

Besides the bridges incapable of carrying abnormal loads on the industrial routes there are also many bridges on other roads which are too weak for the ordinary traffic of the district, or are narrow, hump-backed or tortuous. Many of these bridges carry roads over railways and were built 100 or more years ago to a lower standard of loading and constructed in cast iron, a material which is now obsolete for bridge work. Each year some of these are reconstructed, widened or strengthened, either as self-contained works or as part of larger road schemes.

Some of the more important schemes on which work has been in progress during the year are the new Conway Bridge, Cavendish Bridge over the River Trent, Doncaster Mill Bridge, Runcorn-Widnes Bridge, the Langstone Bridge to Hayling Island, Pelham Bridge in Lincoln and Knightsford Bridge over the River Teme (Worcester County Council).

Prestressed concrete construction has been used increasingly for highway bridges. Welded steel construction has not advanced as much as had been expected owing to difficulties over the supply of notch-ductile steels needed to reduce the risk of brittle fracture.

The advice of the Royal Fine Art Commission has been of much service in improving the standard of bridge design generally.

VII. Road Safety

26. NATIONAL ROAD SAFETY CAMPAIGN

The National Road Safety Campaign was continued throughout the financial year 1956–57 through the agency of the Royal Society for the Prevention of Accidents and with the co-operation of local authorities throughout England and Wales. Payments to the Royal Society for the Prevention of Accidents totalled £72,000, compared with £72,433 in 1955–56, and were mainly in respect of the costs of the Society's Area road safety organisation and film library but, as in previous years, included also a contribution of £10,000 toward the generality of the Society's expenses in connection with road safety.

Eight hundred and eighty-three local authorities in England and Wales, comprising approximately 84 per cent of those eligible to do so, submitted individual or joint schemes for participation in the campaign, compared with 853 in 1955–56. These schemes were approved in a total estimated cost of £355,086 as eligible for 50 per cent grant. Payments to local authorities in respect of road safety grant during the year totalled £143,213.

Local authorities were requested, in submitting their estimates, to keep their expenditure in general to the same level as in 1954–55 and 1955–56, regard, however, being had to increase in salaries and costs. Special emphasis was laid on the importance of schemes for improving standards of skill among all road users, and particularly the training and testing of child cyclists, and on the primary importance of child safety generally.

National campaigns were conducted during the year under the following main themes:

April–June 1956	"Start a Safety Habit Today"
July–August 1956	"Proper Overtaking"
September–November 1956	"Mind that Child"
December 1956	"December is the worst month for road deaths. Take SPECIAL care"
January–March 1957	"Winter Hazards"

The "Mind that Child" Campaign was the major campaign of the year. Valuable co-operation was afforded by the press, the television and radio authorities and by many road users' and other organisations throughout the country. Special attention was given to the need to bring home the problem of child safety on the roads to children of all ages, parents and road users generally, and local authorities were able, in particular, considerably to develop the arrangements for the voluntary training and testing of child cyclists. Over the three months of the campaign child fatalities fell by 21½ per cent compared with the corresponding three months of 1955 and child casualties as a whole by 5½ per cent; in the same period adult deaths fell by 7½ per cent and all adult casualties by 3½ per cent. It is difficult to judge the success of a campaign which relies to a large extent on propaganda, but even taking into account possible effects of weather and traffic conditions in the two periods the results remain encouraging.

Special campaigns were undertaken for the first time during the Whitsun and August Bank Holiday week-ends by means of posters and other displays on main holiday traffic routes.

The provisions of Section 5 of the Road Traffic Act, 1956 (see also under next heading) which extended the powers of the Minister and local authorities to incur expenditure in connection with road safety information and practical training for road users, were brought into force by Order of the Minister on 1st January, 1957; Circular No. 730, explaining the conditions for road safety grant, was issued to local authorities on 16th January, 1957.

Direct expenditure by the Ministry in connection with the National Road Safety Campaign, including printing of the Highway Code and production of television films (see below), amounted to £61,258.

27. LEGISLATION AND REGULATIONS

(*a*) The passage of the Road Traffic Act, 1956, which received the Royal Assent in August of that year, has enabled a number of new measures, designed to improve road safety, to be brought into effect. The more important of these are the creation of the new offence of causing death by reckless or dangerous driving of a motor vehicle, which will be triable only on an indictment and punishable by a maximum of five years imprisonment (this section seeks to overcome the problem which has arisen in the past because of the reluctance of many juries to convict of manslaughter in motoring cases) and the application to pedal cyclists of those sections of the Road Traffic Act, 1930, which deal with reckless, dangerous and careless driving, driving under the influence of drink or drugs and also certain other provisions, including power to stop drivers, obtain their name and address and arrest them in certain cases and the Act lays down appropriate maximum penalties.

The Act makes it a specific offence if a pedestrian crosses or walks along the carriageway in coutravention of a direction given by a police constable in uniform who is engaged in the regulation of traffic.

The Act increases the maximum penalties for certain motor driving offences, including reckless driving, careless driving and driving under the influence of drink or a drug under the Road Traffic Act, 1930.

Other road safety provisions of the Act:

(i) enable local authorities to make Orders, subject to confirmation by the Minister, requiring dogs to be held on a lead on designated roads;

(ii) prevent a person who has not held a driving licence within the previous period of 10 years from renewing it unless he passes the driving test;

(iii) enabled regulations to be made in March, 1957, laying down standards for protective helmets for motor cyclists. (It is now an offence to sell or hire a helmet which does not comply with the appropriate standards of the British Standards Institution);

(iv) prohibit the sale or supply of vehicles with defective brakes, steering gear, tyres or lighting equipment; and

(v) enable regulations to be made giving the police powers to tow away vehicles which have been left in a place where they cause danger or obstruction, or where they contravene waiting or parking restrictions.

(*b*) In addition it is hoped that the progress already made in plans for the introduction of the schemes for the periodic testing of vehicles over 10 years old, and also for the testing of vehicles on the roads—for which provision was made in the Road Traffic Act, 1956—will enable these measures to be put into effect during 1958. Their aim is to bring home to motorists the importance, to themselves and to other road users, of ensuring that their vehicles are kept properly maintained against failure or inadequate operation of mechanism affecting the safe use of vehicles on the roads. That much can be done in this field was evident from the experience gained at the motor vehicle testing station opened by the Ministry at Hendon in 1955. The introduction of petrol rationing towards the end of the year necessitated the closing of the station in December, 1956, but it is hoped to reopen it next year when it is proposed to use it for purposes complementary to the statutory schemes.

(*c*) The Motor Vehicles (Variation of Speed Limit) Regulations, 1956, made by the Minister and approved by affirmative resolutions of both Houses of Parliament, made certain changes in speed limits and consolidated all vehicle speed limits (i.e. excluding the general speed limit in built-up areas and any local limits) in one schedule, superseding the First Schedule to the Road Traffic Act, 1930, and four sets of Regulations making subsequent variations.

The chief changes were the increase of the maximum speed limit for heavy goods vehicles and articulated vehicles from 20 to 30 m.p.h. and of the maximum limit for heavy locomotives from 5 to 12 m.p.h.

(*d*) A number of amendments were made to the Motor Vehicles (Construction and Use) Regulations, 1955. Among other changes are the following:

(i) as from 1st January, 1958, two driving mirrors must be fitted on every passenger vehicle with more than eight seats and on every goods vehicle;

(ii) on vehicles produced after 1958 safety glass must be fitted in all outside windows (all outside windows in front and to the side of the driver's seat, in the case of goods vehicles);

(iii) the regulation as to emitting smoke, etc., from motor vehicles was reworded;

(iv) the use of television receiving sets in motor vehicles was regulated for the first time.

28. MOBILE POLICE PATROLS

Payments by the Ministry in 1956–57 under Section 57 (4) of the Road Traffic Act, 1930, in respect of the operation of mobile police patrol vehicles by police forces in England and Wales amounted to £431,719.

29. DRIVING TESTS AND LICENCES

By regulations under the provisions of the Road Traffic Acts, 1930–1956, the fee for a driving test was raised on 19th October, 1956, from 10*s*. 0*d*. to £1. The fee for a test on a mowing machine, a vehicle controlled by a pedestrian, an invalid carriage and a vehicle exempted from excise duty remained at 2*s*. 6*d*.

On and from 25th November, 1956, driving tests were suspended as it was necessary for the examiners to undertake work in connection with fuel rationing for commercial vehicles.

From 1st April until 24th November, 1956, 687,736 tests were conducted by the Ministry's Examiners in England and Wales and in 321,894 cases (approximately 47 per cent) the candidates failed.

In December, 1956, the Motor Vehicles (Driving Licences) Regulations, 1950, were amended so as to allow, as a temporary measure, persons holding provisional licences to drive unaccompanied provided they had held a provisional licence for a month or a visitor's licence.

During the financial year 1956–57, 7,989,384 substantive driving licences and 3,497,970 provisional licences were issued.

30. PUBLICATIONS AND FILMS

Publications. The sale price of the Highway Code was raised in December, 1956, from 1*d.* to 6*d.* per copy. A free copy of the new (1955) edition of the Code was sent throughout the year ended 31st January, 1957, to all persons renewing their annual driving licences. A free copy was also sent to persons taking out a provisional driving licence for the first time. The sum of £58,471 was spent during the year 1956–57 on the printing of the Code.

The new (1955) edition of the Highway Code was published in a Welsh translation in October, 1956.

In October, 1956, distribution began for a period of 12 months to persons renewing their driving licences of an illustrated booklet "Nine Lives" which was produced by Shell-Mex and B.P. Ltd., in consultation with the Ministry.

In March, 1957, the Ministry published through H.M. Stationery Office an illustrated booklet "Safe Cycling", price 9*d.* It is intended to produce similar booklets for other classes of road user in due course.

Films. During the year, two new road safety films designed as "fillers" for showing on television were produced, entitled "Peak Hour" and "Reg Harris and Pat" and a number of earlier productions were re-edited. These were shown many times during the year on both B.B.C. and commercial television. The expenditure involved was £1,134.

The Ministry acquired the Swedish road safety film "To Kill a Child", and this was shown on B.B.C. television at the beginning of the "Mind that Child" Campaign.

31. REPORT ON CHILD CYCLISTS

In February, 1956, the Departmental Committee on Road Safety, which is under the Chairmanship of the Joint Parliamentary Secretary (at that time Mr. Hugh Molson, M.P.) and consists of representatives of Government Departments, the Royal Society for the Prevention of Accidents, the police, and local authorities' and road users' organisations, made a report to the Minister on the subject of "Child Cyclists", and this was published in May, 1956.* The main proposal was for the large expansion of voluntary schemes of training and testing of child cyclists. In August, 1956, the Minister announced his agreement with this proposal, and, as was recommended by the Committee, appointed a Working Party to prepare a practical scheme.

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* Report on Child Cyclists. H.M.S.O. Price 9*d.* net.

32. THE SLOUGH ROAD SAFETY EXPERIMENT

In April, 1955, an Experiment was begun in the Borough of Slough to ascertain the results of a concentration of road safety measures over a period of two years, including educational, police and engineering schemes. The Experiment, which was undertaken by Slough Borough Council and Slough Road Safety Council in co-operation with the Ministry, the Road Research Laboratory, the Social Survey Unit of the Central Office of Information, the Buckinghamshire Police and the Royal Society for the Prevention of Accidents continued until 31st March, 1957.

A report to the Minister by the Management Group for the Experiment, in which it was stated that the results were regarded as encouraging, but that further studies would be necessary over a considerable period, was published in October, 1957.*

The cost of the measures undertaken, a number of which were experimental in character, was financed under the normal arrangements applicable to road improvements and road safety activities. Up to 31st March, 1957, expenditure totalled £124,900 for engineering and traffic schemes, £8,200 in respect of road safety publicity and training activities and £7,347 in respect of Social Survey costs. Of these amounts £59,000, £2,265 and £2,847 respectively related to expenditure by the Ministry during the financial year 1956–57.

33. ROAD MARKINGS

Experiments have been carried out with the use of double white lines on the carriageway to keep motorists to their own side of the road where visibility is limited, and it has been decided to introduce this system as a permanent feature on roads in this country.

34. ROAD CASUALTIES IN 1956

Casualties from road accidents in England and Wales in the calendar year 1956 numbered 246,501, a decrease of 522 over the total for 1955. The number killed in 1956 was 4,827, seriously injured 56,406 and slightly injured 185,268. The very wet summer of 1956 and the restriction of motoring by fuel shortage towards the end of the year had marked effects on the volume of traffic. Comparative totals for the years 1952–1956 are given in Appendix XIV. A full analysis for the year 1956, based on police reports and covering Great Britain as a whole, will be found in the publication "Road Accidents, 1956" issued jointly by the Ministry and the Scottish Home Department.†

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* H.M.S.O. "Road Safety—The Slough Experiment". Price 5*s.* net.

† H.M.S.O. Price 6*s.* net.

VIII. Miscellaneous

35. EXPERIMENTAL WORK

The advance of the Road Programme continued to offer improved facilities for sites for full scale experiments.

Bridge strength investigations have continued on tests made by the special 110-ton bridge testing vehicle. Progress with examination of the strength of masonry arch bridges has also been maintained.

The full scale Surfacing Trials to test specifications slightly divergent from current British Standards have continued to show that, generally, with the specifications being tried out, manufacture, laying and rolling have presented no particular difficulty. The testing of materials in connection with the Trials has, however, brought to light in many cases serious discrepancies between the materials as specified and as laid. This has shown the need for procedures to ensure that the compositions of materials do in fact comply with specification requirements.

By the end of the year the revision of the Department's Specification for Road and Bridge Works was reaching its final stage.

Adaptation of a building at Birmingham was in progress to form a second Laboratory for the routine testing of soil, concrete and bituminous materials. Testing equipment and a mobile laboratory to be stationed there were also acquired.

The Laboratory at Hendon continued to work to capacity on the routine testing of road materials and in the making of soil surveys, particularly in connection with the planning of the Department's Road Construction Programme.

Considerable effort within the Department was devoted to service on two Committees and three Co-operative Research Committees of the Road Research Board, on 12 British Standards Institution Committees and on nine other Engineering Industry Committees.

As in previous years, co-operation has been given in the programme of research of the Road Research Laboratory and the Department has provided facilities and funds for full scale experiments of which the main items were:

Pavement design experiments (Alconbury Hill, Huntingdonshire).

Comparison of costs of construction and performance of different types of road construction (Ashford By-pass, Kent).

Experiment in the design and construction of housing estate roads (Basildon New Town, Essex).

Experiment in the construction of granular bases (East Retford By-pass, Nottinghamshire, and Great Cambridge Road, Edmonton, Middlesex).

Spacing of joints in reinforced concrete roads (Great Cambridge Road, Edmonton, Middlesex).

Trial of different types of reinforcement (Ashford By-pass, Kent).

Control of concrete quality and its effect on riding quality (Ashford By-pass, Kent).

Dense tar surfacings (Langley Road, Slough, Middlesex).

Use of rubber in bitumen binders (various sites).

36. HENDON DEPOT

During the year work has continued on the repair and maintenance of vehicles and plant owned by the Ministry, and on the repair of weak bridges on trunk roads by cement gunning and grouting processes.

Additional equipment for snow clearing and road gritting has been purchased, and the Ministry has set up five emergency snowplough depots where equipment is held in readiness for use by highway authorities to supplement their own resources in clearing snow and ice from trunk roads' These depots are situated at:

Simonswood, near Liverpool;
Pocklington, Yorkshire;
Mountsorrel, Leicestershire;
Stoke Orchard, Gloucestershire;
Rednal, Shropshire.

In addition, snow clearing plant is held at Hendon Depot for use by highway authorities in the southern counties.

37. LONDON AND HOME COUNTIES TRAFFIC ADVISORY COMMITTEE

The Committee was constituted under the London Traffic Act, 1924, and reconstituted under the London Passenger Transport Act, 1933, and its main duty is to advise the Minister on traffic matters within the London Traffic Area. This area is described in the First Schedule to the London Traffic Act, 1924, and has a radius of approximately 25 miles from Charing Cross. The Committee submits an annual report to the Minister.

Section 49 of the Road Traffic Act, 1956, provides for five additional members which brings the total number of members up to 45, of whom two represent Government Departments, three Police authorities, 23 local authorities, five organised labour and 12 various interests providing or using road vehicles.

During the year ended 31st March, 1957, the Committee made recommendations to the Minister in respect of applications for parking places in 60 streets, and the revocation of two parking places; one-way traffic working in 76 streets; speed limits on 30 lengths of road; waiting restrictions or the amendment of such restrictions in 84 streets; the revocation of street playgrounds in two streets; the prohibition of 10 right-hand turns and two left-hand turns and the prohibition or restriction of traffic in 18 thoroughfares. In addition the Committee approved the draft schemes for street works for the half-yearly periods beginning 1st October, 1956, and 1st April, 1957. The Committee also advised the Minister, at his request, on various other matters dealing with traffic problems in the London Traffic Area including a number of measures which formed part of the Cromwell Road Extension scheme, the consolidation of the "No Waiting" Regulations, the review of the Miscellaneous Regulations and the experimental "No Loading or Unloading" Restrictions in Central London. In November, 1956, the Committee held a Public Inquiry at Slough into the Council's proposals for differential speed limits in various roads in Slough.

38. STREET LIGHTING

During the year the Minister entered into 91 agreements with local lighting authorities by which he contributes towards the cost of installing and maintaining new or improved systems of street lighting on trunk roads. Five hundred and thirty-five applications by local authorities for consent to raise loans for street lighting on other roads were recommended to the Ministry of Housing and Local Government. Costs and other relevant details are given in Appendix XVII.

39. CLOSURE OF HIGHWAYS, AND RETENTION OF SERVICES

The Minister has power to stop up highways under several Acts of Parliament apart from the Special Roads Act, 1949, referred to in paragraph 4 of this report. Under Section 49 of the Town and Country Planning Act, 1947, the Minister may stop up a highway to enable development, for instance the building of a new housing estate, the redevelopment of a town area or the extension of a factory, to take place. In these cases footpaths are involved more often than roads. Under Section 32 of the Mineral Workings Act, 1951, the powers referred to above may be used to stop up a highway for a specified period to enable minerals to be worked at the site, after which the highway is restored. These cases usually involve footpaths. Under Section 28 of the Civil Aviation Act, 1949, a stopping up may be made to allow the safe and efficient use for civil aviation purposes of land such as a civil airfield. Under Section 15 of the Requisitioned Land and War Works Act, 1945, highways which have been temporarily stopped up in the exercise of emergency powers, for instance for a military airfield or other defence establishment, may be permanently stopped up. Under Section 2, subsection 5, of the Supplies and Services (Defence Purposes) Act, 1951, a highway may be permanently stopped up where it has been temporarily stopped up in the circumstances of urgency set out in subsection 1 of Section 2, for reasons connected with defence.

Provision may be made for the construction of an alternative road or path where necessary, and alternative routes have been provided for in the majority of cases. The Minister must be satisfied about certain criteria, set out in each of the enactments, when using his powers. The table given below shows the number of Orders made during the financial year and the total number made. It also shows the number made under Section 16 of the Requisitioned Land and War Works Act, 1945. This type of Order does not close a highway but authorises the retention and use of facilities such as pipelines, cables or railways which have been laid across public highways in the exercise of emergency powers or for war purposes.

	Number of orders made this year	*Total number of orders made*
Town and Country Planning Act, 1947, Section 49	533	1,579
Mineral Workings Act, 1951, Section 32	11	27
Civil Aviation Act, 1949, Section 28	1	14
Requisitioned Land and War Works Act, 1945, Section 15	29	487
Requisitioned Land and War Works Act, 1945, Section 16	41	443
Supplies and Services (Defence Purposes) Act, 1951, Section 2, subsection 1	10	75
subsection 5	5	22

40. ROAD TRAFFIC CENSUS—AUGUST, 1956

(a) *General*

A census of traffic passing 100 points on trunk and class I roads in England and Wales was taken during the week Monday, 13th August, to Sunday, 19th August, 1956, when counts continued from 6 a.m. to 10 p.m. for each day. No counts were taken during the night period 10 p.m.–6 a.m. The categories of vehicles recorded were the same as in the census of August, 1954. The analysis has, however, been confined to the following classes:

Solo motorcycles
Combinations, including light 3-wheeled passenger carrying vehicles
Motor assisted pedal cycles
Motor cars, including taxis and cars with trailers
Buses and coaches
Light goods vehicles up to 30 cwt. unladen
Heavy goods vehicles over 30 cwt. unladen
Pedal cycles

(b) *Design of Census*

The design of the 1956 census differed from that of 1954. The latter was taken at 5,830 selected census points, the so-called permanent census points which have been built up by the Ministry since 1922. These points were selected to give information about specific lengths of road and are mainly located away from the built-up areas of towns. Unbiased estimates of vehicle mileage cannot be obtained from counts taken at such strategic points in the network. The 1956 census, which it is hoped is the first of a series of annual censuses, was designed to provide estimates of vehicle mileage during the census week in August and to enable the trends of traffic to be measured in future years.

The estimation of vehicle mileages from counts of traffic requires that the census points should be scientifically located on the road network. The method used was to divide the network into sections by class of road and by geographical location. By multiplying the length of each section by the average number of vehicles using it during a given period, an estimate of the vehicle miles of travel on the section was obtained, and from all such sections the total mileage travelled by all vehicles was estimated.

(c) *Distribution of Census Points*

The distribution of census points as finally selected was as follows:

Engineering Division	Trunk roads		Class I roads		Total
	Urban	Rural	Urban	Rural	
Metropolitan	2	1	5	1	9
South Eastern	1	3	2	6	12
Eastern	1	3	1	4	9
North Eastern	1	4	4	4	13
North Western	1	3	4	2	10
North Midland	1	4	1	5	11
Midland	1	3	2	4	10
South Western	1	4	2	7	14
Wales and Monmouth	1	5	2	4	12
Totals	10	30	23	37	100

(d) Results

The results of the 1956 census are presented in the tables 1–9 of Appendix XVIII. These are largely self-explanatory but a few brief notes may help to bring out the chief points. Tables 1–7 give various estimates of the vehicle mileage travelled during the census week. No check has yet been made of the accuracy of these estimates but those based on a small number of points should obviously be used with caution. For convenience in carrying out any subsequent calculations and for balancing the tables themselves the estimates have been taken to five significant figures. This should not, however, be taken as any indication of the accuracy.

Table 1 gives the vehicle miles travelled by the various class of vehicles on the trunk and class I roads of England and Wales by day of week and by type of road whether urban or rural. The total travel by all mechanically propelled vehicles during the week of the census was a little over six hundred million vehicle miles. Some 48 per cent of this travel was on urban roads and 52 per cent on rural roads. Approximately one hundred million vehicle miles or about 17 per cent of the total travel for the week occurred on the Saturday. On weekdays the mileages travelled on urban and rural roads were almost equal but at weekends there was a rather greater amount of travel on the rural roads.

On weekdays nearly 60 per cent of the travel was by private car on urban and rural roads with a rather higher proportion on rural than on urban roads. Goods traffic accounted for about 30 per cent of the total on weekdays. On Sunday nearly 80 per cent of the total travel was by private car and over 90 per cent by the various classes of passenger vehicles.

Tables 2 and 3 give similar analyses for the trunk and class I roads respectively. A little under one-half of the total travel (2·65 hundred million vehicle miles) was on the trunk roads although they comprise only 30 per cent of the total mileage of trunk and class I roads. The proportion of travel on weekdays and at the weekends was similar for the two classes of roads.

Tables 4–7 give estimates of the vehicle miles travelled by the various classes of vehicles in the Ministry's nine Engineering Divisions on both classes of road combined. It will be seen that the amounts of travel were different in the different divisions ranging on weekdays from 6·5 per cent of the total in Wales and Monmouth to 18·5 per cent of the total in Metropolitan. On Saturday and Sunday 16·5 per cent of the total travel was in Metropolitan Division.

Table 8 shows the increase in travel of the various classes of vehicles on trunk and class I roads for the census week of 1956 as compared with the census week of 1954. Some three-quarters of the 100 census points in the 1956 census had comparable points in 1954. There was an overall increase on both classes of road of 19 per cent. In the different categories of vehicles travel by private car showed the largest increase (28 per cent). Goods vehicle travel increased by 7 per cent whilst bus and coach travel remained practically unchanged. The overall increase was a little higher on the weekdays than on the Saturday or Sunday. For the week as a whole there was little difference between the trunk and class I roads.

Table 9 shows the increases in the various Engineering Divisions of the Ministry. The smallest percentage increase occurred in Metropolitan Division (3 per cent) and the largest in South Western Division (36 per cent). In all Divisions the increase in goods vehicle travel was smaller than the corresponding increase in private car travel. Over the country as a whole there was a decline of about 10 per cent in travel by pedal cycle.

(A similar census at 32 points on trunk and class I roads in Scotland was organised by the Scottish Home Department. It is estimated that a total of 0·86 hundred million vehicle miles were travelled on both classes of road during the census week, an increase of 17 per cent compared with August 1954.)

(*e*) *Comparison with Road Research Laboratory Census*

The Road Research Laboratory held a continuous census with automatic counters at 50 points in England, Scotland and Wales in 1956. Twenty of these points were on trunk and class I roads in England and Wales. These 20 points were also included in the Ministry's 100 point census. Examination of the records from the automatic counters at these points showed that traffic during the week 13th–19th August, 1956, was about 4 per cent below the average for the whole of August (excluding the Bank Holiday).

Table 10 of Appendix XVIII is based upon the Road Research Laboratory's continuous counts in 1956 at the 50 points on trunk and classified roads in Great Britain at which counters were installed. It illustrates the variations which occurred month by month, both on weekdays and at weekends. The seasonal pattern was abnormal owing to fuel shortage and rationing in the last few months of the year. There was no marked difference between the seasonal variations on the different classes of roads.

The results of both the continuous automatic counts and the August manual counts are used jointly by the two Departments. The work is being further integrated in 1957–58 by the Ministry arranging for counts to be taken at intervals by enumerators at the 50 points where the automatic counters are located, enabling quarterly estimates to be made of the vehicle miles travelled by the various classes of vehicles. In 1958 an increase in the numbers of manual counts at these points will enable the estimates to be made monthly.

APPENDIX I

MILEAGE OF PUBLIC HIGHWAYS AT 31ST MARCH

1956

	Total	Trunk	Class I	Class II	Class III	Un-classified
ENGLAND AND WALES Total	161,602	6,321	14,865	13,729	42,506	84,181
ENGLAND Total	142,416	5,329	13,453	11,957	36,646	75,031
London and Metropolitan Boroughs	2,372	—	294	132	170	1,776
Other Counties:						
Urban Districts and Municipal Boroughs	29,811	1,307	3,517	2,483	3,304	19,200
Rural Districts	94,387	3,938	8,139	8,581	32,066	41,663
County Boroughs	15,846	84	1,503	761	1,106	12,392
WALES Total	19,186	992	1,412	1,772	5,860	9,150
Counties:						
Urban Districts and Municipal Boroughs	3,105	190	360	274	378	1,903
Rural Districts	15,306	791	977	1,460	5,418	6,660
County Boroughs	775	11	75	38	64	587

1957

	Total	Trunk	Class I	Class II	Class III	Un-classified
ENGLAND AND WALES Total	162,434	6,322	14,928	13,679	42,530	84,975
ENGLAND Total	143,191	5,330	13,510	11,911	36,671	75,769
London and Metropolitan Boroughs	2,380	—	299	132	171	1,778
Other Counties:						
Urban Districts and Municipal Boroughs	30,192	1,312	3,523	2,480	3,315	19,562
Rural Districts	94,562	3,934	8,181	8,536	32,082	41,829
County Boroughs	16,057	84	1,507	763	1,103	12,600
WALES Total	19,243	992	1,418	1,768	5,859	9,206
Counties:						
Urban Districts and Municipal Boroughs	3,139	190	360	274	379	1,936
Rural Districts	15,324	791	981	1,458	5,416	6,678
County Boroughs	780	11	77	36	64	592

1956 (revised)

SCOTLAND						
Total	27,596	1,949	4,806	3,921	6,319	10,601
Counties	27,596	1,930	4,471	3,798	6,052	10,601
*Large Burghs		19	335	123	267	

1957

SCOTLAND						
Total	27,717	1,949	4,808	3,926	6,319	10,715
Counties	24,929	1,930	4,473	3,802	6,052	8,672
*Large Burghs	2,788	19	335	124	267	2,043

* Estimated population 20,000 or over.

APPENDIX II

PAYMENTS AND RECEIPTS FOR ROAD PURPOSES

Year ended 31st March

	£ thousand	
	1956*	1957
PAYMENTS		
TRUNK ROADS:		
Major improvement, new construction, etc.	3,530	6,412
Maintenance and minor improvement	11,374	9,480
Surveys	†	99
Road lighting	193	210
Miscellaneous expenses	†	138
GRANTS TO HIGHWAY AUTHORITIES:		
Major improvement, new construction, etc.	5,182	6,975
Maintenance and minor improvement	22,108	20,269
Traffic light signals, pedestrian crossings, etc.	769	619
Salaries and establishment charges of surveyors	358	349
Miscellaneous expenses	†	3
MISCELLANEOUS:		
Research and experiments	55	77
Traffic census (trunk and classified roads)	†	13
Provision and maintenance of police vehicles and equipment	384	432
Road safety (including grants to local authorities)	301	279
Stopping up and diversion of highways	141	284
Compensation payments	†	6
RECEIPTS		
Recoveries of expenditure in respect of the stopping up and diversion of highways	141	284
Miscellaneous receipts	259	157

* Includes Scotland.

† Because of the redistribution of some services under subheads of the Vote, following the winding up of the Road Fund, corresponding figures are not readily available.

APPENDIX III

PAYMENTS FOR TRAFFIC SIGNALS, ETC., ON CLASSIFIED ROADS

(See paragraph 15a)

Year ended 31st March

	1956*	1957
	£	£
Traffic control signals	436,722	386,454
Speed limit signs	7,173	7,825
Pedestrian crossings	301,879	195,817
Traffic signs and markings in London	14,498	10,208
Direction signs for through traffic in London	8,074	18,318

* Includes Scotland.

APPENDIX IV

EXPENDITURE ON ROADS AND BRIDGES*

£ thousand

	1953–54	1954–55	1955–56	1956–57
TOTAL†	80,710	89,368	98,611	108,637
Trunk	8,406	9,761	11,292	15,661
Class I	16,890	18,966	20,649	22,963
Class II	7,437	8,311	9,163	9,719
Class III	12,019	12,953	14,598	14,847
Unclassified	17,486	18,590	20,952	23,372
Cleansing, administration, etc.	18,472	20,787	21,957	22,075
MAINTENANCE, REPAIR AND MINOR IMPROVEMENT:				
Total	55,423	60,674	64,893	67,156
Trunk	6,744	7,913	8,367	8,588
Class I	14,017	15,529	15,939	16,228
Class II	6,776	7,537	7,984	8,023
Class III	11,392	12,261	13,367	13,413
Unclassified	16,494	17,434	19,236	20,904
NEW CONSTRUCTION AND MAJOR IMPROVEMENT:				
Total	6,815	7,907	11,761	19,406
Trunk	1,662	1,848	2,925	7,073
Class I	2,873	3,437	4,710	6,735
Class II	661	774	1,179	1,696
Class III	627	692	1,231	1,433
Unclassified	992	1,156	1,716	2,469
CLEANSING, ADMINISTRATION, ETC.:				
Total	18,472	20,787	21,957	22,075
Trunk	884	1,169	1,368	1,306
Other than trunk	17,588	19,618	20,589	20,769

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* These figures are of net expenditure and exclude sums recoverable from frontagers, public utilities, etc.

† Expenditure on roads in Scotland during the years 1953–54 to 1956–57 was as follows:

	£ thousand
1953–54	9,624
1954–55	10,829
1955–56	12,525
1956–57	12,857

APPENDIX V

EXPENDITURE ON ROADS AND BRIDGES*

Analysis by type of road and source of funds

£ thousand

	1953–54		1954–55		1955–56		1956–57	
	Total	From Central Funds†	Total	From Central Funds†	Total	From Central Funds†	Total	From Central Funds†
TOTAL	80,049	27,842	88,611	31,887	97,655	36,138	107,689	42,707
MAINTENANCE, REPAIR AND MINOR IMPROVEMENT:								
Total . . .	55,457	23,281	60,613	25,910	64,893	27,630	67,073	27,863
Trunk . . .	6,778	6,778	7,852	7,852	8,367	8,367	8,505	8,505
Class I . . .	14,017	7,923	15,529	8,682	15,939	9,110	16,228	9,170
Class II . . .	6,776	3,410	7,537	3,863	7,984	4,120	8,023	4,129
Class III . . .	11,392	5,154	12,261	5,512	13,367	6,033	13,413	6,057
Unclassified . .	16,494	16	17,434	1	19,236	—	20,904	2
MAJOR IMPROVEMENT:								
Total . . .	4,599	2,311	5,121	2,877	8,416	4,528	12,870	8,261
Trunk . . .	882	882	1,105	1,105	1,669	1,669	3,608	3,608
Class I . . .	2,024	1,030	1,864	1,229	3,400	1,916	4,676	3,296
Class II . . .	519	216	723	297	1,043	483	1,503	790
Class III . . .	469	176	575	246	1,125	460	1,302	567
Unclassified . .	705	7	854	—	1,179	—	1,781	—
NEW CONSTRUCTION:								
Total . . .	1,568	342	2,143	371	2,555	1,279	5,792	4,178
Trunk . . .	132	132	100	100	466	466	2,721	2,721
Class I . . .	849	136	1,573	203	1,310	686	2,059	1,243
Class II . . .	142	15	51	26	136	79	193	110
Class III . . .	158	50	117	42	106	48	131	59
Unclassified . .	287	9	302	—	537	—	688	45
CLEANSING, WATERING AND SNOW CLEARING:								
Total . . .	9,815	1,096	11,851	1,815	12,005	1,650	11,239	1,199
Trunk . . .	290	290	479	479	461	461	308	308
Other than trunk .	9,525	806	11,372	1,336	11,544	1,189	10.931	891
ADMINISTRATION EXPENSES:								
Total . . .	8,610	812	8,883	914	9,786	1,051	10,715	1,206
Trunk . . .	547	547	637	637	741	741	877	877
Other than trunk .	8,063	265	8,246	277	9,045	310	9,838	329

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* The expenditure shown does not include payments made by the Minister of Transport and Civil Aviation to other than Local Authorities in respect of work on trunk roads. Such payments amounted to £662,000 in 1953–54, £753,000 in 1954–55, £956,000 in 1955–56 and £948,000 in 1956–57.

† Road Fund to 31st March, 1956: thereafter directly from Exchequer.

APPENDIX VI

EXPENDITURE ON ROADS AND BRIDGES*

Analysis by type of road and authority

£ thousand

	1955–56					1956–57				
	Total	London and Metro-politan Boroughs	County Boroughs	Municipal Boroughs and U.D.C.'s†	Counties	Total	London and Metro-politan Boroughs	County Boroughs	Municipal Boroughs and U.D.C.'s†	Counties
TOTAL	97,655	6,081	19,443	13,374	58,757	107,689	7,436	20,568	15,031	64,654
Trunk:										
Total	11,704	—	251	1,554	9,899	16,019	—	376	1,566	14,077
Maintenance, repair and minor improvement	8,367	—	205	1,107	7,055	8,505	—	230	1,088	7,187
Major improvement	1,669	—	10	222	1,437	3,608	—	107	274	3,227
New construction	466	—	4	4	458	2,721	—	5	4	2,712
Cleansing, watering and snow clearing	461	—	17	134	310	308	—	13	111	184
Administration expenses	741	—	15	87	639	877	—	21	89	767
OTHER THAN TRUNK:										
Class I:										
Total	20,649	2,020	4,566	237	13,826	22,963	2,744	5,085	262	14,872
Maintenance, repair and minor improvement	15,939	1,600	2,674	112	11,553	16,228	1,625	2,955	102	11,546
Major improvement	3,400	420	1,221	124	1,635	4,676	1,119	1,103	152	2,302
New construction	1,310	—	671	1	638	2,059	—	1,027	8	1,024

Class II:										
Total	9,163	309	1,297	71	7,486	9,719	378	1,404	150	7,787
Maintenance, repair and minor improvement	7,984	292	901	43	6,748	8,023	349	840	55	6,779
Major improvement	1,043	17	383	28	615	1,503	29	533	95	846
New construction	136	—	13	—	123	193	—	31	—	162
Class III:										
Total	14,598	230	1,611	42	12,715	14,846	274	1,577	90	12,905
Maintenance, repair and minor improvement	13,367	222	1,082	20	12,043	13,413	263	1,095	39	12,016
Major improvement	1,125	6	504	22	593	1,302	11	426	51	814
New construction	106	2	25	—	79	131	—	56	—	75
UNCLASSIFIED:										
Total	20,952	1,222	5,443	7,172	7,115	23,373	1,482	6,054	8,338	7,499
Maintenance, repair and minor improvement	19,236	1,205	4,592	6,512	6,927	20,904	1,338	4,992	7,372	7,202
Major improvement	1,179	16	533	444	186	1,781	143	648	704	286
New construction	537	1	318	216	2	688	1	414	262	11
Cleansing, watering and snow clearing	11,544	1,721	4,580	2,952	2,291	10,931	1,892	4,197	3,130	1,712
Administration expenses	9,045	579	1,695	1,346	5,425	9,838	666	1,875	1,495	5,802

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* The expenditure shown does not include payments made by the Minister of Transport and Civil Aviation to other than Local Authorities in respect of work on trunk roads. Such payments amounted to £956,000 in 1955–56 and £948,000 in 1956–57.

† The expenditure shown on classified roads is solely in respect of traffic signs, pedestrian crossings, etc., which is borne by the Local Authorities and not by the County Councils.

APPENDIX VII

EXPENDITURE ON ROADS AND BRIDGES*

Average expenditure per mile on maintenance, repair and minor improvement†

	1954–55					1955–56					1956–57				
	Trunk	Class I	Class II	Class III	Un-classified	Trunk	Class I	Class II	Class III	Un-classified	Trunk	Class I	Class II	Class III	Un-classified
	£	£	£	£	£	£	£	£	£	£	£	£	£	£	£
ENGLAND															
Total	1,294	1,083	561	299	213	1,380	1,100	597	325	234	1,410	1,125	610	332	254
London and Metropolitan Boroughs	—	5,954	2,240	1,238	625	—	5,442	2,212	1,306	678	—	5,526	2,641	1,537	753
Other Counties	1,469	866	501	276	133	1,560	903	538	301	146	1,600	916	556	306	154
County Boroughs	1,902	1,736	1,110	883	312	2,226	1,711	1,125	933	348	2,459	1,893	1,042	949	374
Municipal Boroughs and Urban Districts‡	729	—	—	—	288	784	—	—	—	308	773	—	—	—	343
WALES															
Total	962	723	457	223	171	1,021	805	479	247	187	999	722	426	214	183
Counties	1,070	686	444	217	119	1,154	770	461	240	125	1,130	687	409	208	112
County Boroughs	1,860	1,222	878	740	378	1,636	1,360	1,184	781	468	2,083	1,328	1,245	758	465
Municipal Boroughs and Urban Districts‡	461	—	—	—	294	432	—	—	—	314	391	—	—	—	343

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* Including "claimed" roads.

† Minor improvement includes resurfacing, patching, new traffic signals, etc., within existing highway boundaries.

‡ Expenditure on classified roads in Municipal Boroughs and Urban Districts is included under County Councils.

APPENDIX VIII

SPECIAL ROAD SCHEMES

(See paragraph 4)

The Minister during the year gave notice of his intention to make, and made, the two following schemes:

The West of Slough–West of Maidenhead, Special Road Scheme

From a point on the London–Bristol Trunk Road in the Parish of Burnham in the County of Buckingham in a southerly, general south-westerly and then north-westerly direction to join the said Trunk Road at a point west of its junction with the West of Maidenhead–Oxford Trunk Road, for the exclusive use of traffic of Classes I and II as set out in the Second Schedule to the Act. The Scheme provides for the construction, as part of the special road, of a bridge carrying it over the navigable waters of the River Thames; at this point, for a short length of the special road between Marsh Lane and Monkey Island Lane, separate tracks will be provided additionally to enable pedal cyclists and pedestrians to cross the river.

The Slough By-pass, Special Road Scheme

From a point on the London–Bristol Trunk Road at Langley in the County of Buckingham south-east of its junction with the road from Langley to Datchet in a general south-westerly, north-westerly and then westerly direction to join the route of the West of Slough–West of Maidenhead Special Road at a point south of its junction with the said Trunk Road, for the exclusive use of traffic of Classes I and II as set out in the Second Schedule to the Act.

The Minister also gave notice of his intention to make the three following schemes which were still under consideration at the end of the year:

The Darlington By-pass Special Road Scheme

From a point on the proposed Barton By-pass in the North Riding of York east of Barton Railway Station Bridge in a general northerly direction, passing to the west of Newton Morrell, Cleasby, Darlington and Coatham Mundeville to a point on the London–Edinburgh–Thurso Trunk Road near Aycliffe in the County of Durham south of the junction of Aycliffe Lane with the said Trunk Road, for the exclusive use of traffic of Classes I and II as set out in the Second Schedule to the Act.

The Doncaster By-pass Special Road Scheme

From a point on the Widmerpool–Nottingham–Bawtry–Goole–Howden Trunk Road north of Blyth in the County of Nottingham in a general northerly and north-westerly direction, crossing the River Don east of Sprotbrough, thence in a northerly and north-easterly direction to join the North-West of Doncaster–Wakefield–Bradford–Skipton–Kendal Trunk Road near its junction with Red House Lane in the County of the West Riding of York, for the exclusive use of traffic of Classes I and II as set out in the Second Schedule to the Act, including the construction, as part of the special road, of a bridge carrying it over the navigable waters of the River Don.

The Dunchurch By-pass Special Road Scheme

From a point on the eastern boundary of the London–Holyhead Trunk Road at Dunchurch in the County of Warwick south-east of its junction with Mill Street in a north-westerly direction to a point on the said Trunk Road north-west of its junction with Thurlaston Lane, for the exclusive use of traffic of Classes I and II as set out in the Second Schedule to the Act.

All five schemes provide that, in so far as the special road is to be provided by the construction of a new road, it shall become a trunk road upon the coming into operation of the scheme.

The Minister made the two following schemes, notice of which had been previously given as stated in the Road Fund Report for the year 1955–56.

The South of Luton–Watford Gap–Dunchurch Special Road Scheme
(The London–Yorkshire Motor Road: First Section)

From a point south of Luton in the County of Bedford in a general north-westerly direction to Watford Gap in the County of Northampton and thence in a general westerly direction to a point on the London–Holyhead Trunk Road north-west of its junction with Cut-Throat Lane, for the exclusive use of traffic of Classes I and II as set out in the Second Schedule to the Act, including the construction, as part of the special road, of three bridges, two carrying it over the navigable waters of the Grand Union Canal, and one carrying it over the navigable waters of the Oxford Canal.

The Watford and South of St. Albans–Redbourn–Kidney Wood, Luton, Special Road Scheme (St. Albans By-pass)

(*a*) From a point on the London–Aylesbury–Warwick–Birmingham Trunk Road near Watford in the County of Hertford in a general north-westerly then easterly direction to join the London–Carlisle–Glasgow–Inverness Trunk Road at a point south of its junction with Ludlow Avenue, Luton, in the County of Bedford; and

(*b*) From a point on the London–Holyhead Trunk Road north of its junction with the North Orbital Trunk Road in a general north-westerly direction to join the route of that part of the Watford and South of St. Albans–Redbourn–Kidney Wood, Luton, Special Road described in paragraph (*a*) above, at a point north-west of its junction with the Hemel Hempstead–St. Albans Road, for the exclusive use of traffic of Classes I and II as set out in the Second Schedule to the Act.

The Minister gave notice of his intention to make, and made, a further Order under Section 3 of the Special Roads Act, 1949, in connection with the Bamber Bridge–Broughton Special Road Scheme. (See the Report for 1955–56.) Notice of the Minister's intention to make three similar Orders in connection with the South of Luton–Watford Gap–Dunchurch, the North of Twyning–North of Ross and the Hampson Green–North of Carnforth Special Road Schemes respectively was served. The Orders provide for the stopping up and improvement of roads which cross or enter the routes of the special roads, for the construction of new roads for purposes connected with such alterations, for the stopping up of private means of access and for the provision of new means of access.

The Minister also gave notice of his intention to make a Scheme under Sections 1 and 17 (1) of the Special Roads Act, 1949, which provides for the variation of the Hampson Green–North of Carnforth Special Road Scheme, 1955.

Lancashire County Council Special Road Scheme, 1955, No. I
(The Stretford–Eccles By-pass, including Barton High Level Bridge)

The Minister confirmed the Lancashire County Council Special Road Scheme, 1955, No. 1.

The first Order under Section 3 of the Special Roads Act, 1949, in connection with the above scheme was submitted by the Lancashire County Council to the Minister for confirmation. The decision was taken to confirm the Order towards the close of the year but the actual date of confirmation was 3rd April, 1957.

The Order provides for the stopping up and improvement of roads which cross or enter the route of the special road, the construction of new roads connected with such alterations, the stopping up of private means of access, the provision of new means of access and for the Borough Council of Eccles to become the highway authority for a length of new road to be constructed within the Borough of Eccles.

APPENDIX IX

PROGRESS OF IMPROVEMENT SCHEMES ON TRUNK ROADS

(See paragraph 6)

London–Edinburgh–Thurso Trunk Road

1. *Improvement of junction with Archway Road, Middlesex:* Involving conversion of 200 yards of Aylmer Road to dual 30 ft. carriageways with two 8 ft. footpaths and modification of the traffic signal layout.	Work was begun.
2. *Mill Hill Broadway to Page Street, Middlesex:* Provision of dual carriageways 30 ft. wide. Length, 1,920 yards.	Work was begun.
3. *Improvement at junction with Trunk Road A.14, Huntingdonshire:* Construction of a roundabout together with construction of a passing place for a length of 300 yards.	Work was completed.
4. *Improvement between Alconbury Weston and Woolpack Cross Roads, Huntingdonshire:* Provision of dual carriageways 24 ft. wide. The work is divided into two sections comprising an experimental section on which work has commenced and a non-experimental section which has been substantially completed. Length, $5\frac{3}{10}$ miles.	Work was begun.
5. *Improvement from Stibbington to junction of A.47, Huntingdonshire:* Widening of carriageway to 30 ft. Length, 1 mile.	Work was begun and completed.
6. *Improvement between Stamford Borough Boundary and Kesteven County Boundary, Rutland:* Realignment, regrading and widening of carriageway to 33 ft. Length, 6,800 yards.	Work was continued.
7. *Improvement northwards from Wheatsheaf Inn, Long Bennington, Lincolnshire (Kesteven):* Realignment and widening of carriageway to 33 ft. Length, 1,000 yards.	Work was begun.
8.* *Doncaster Mill Bridges, Yorkshire (West Riding):* Reconstruction of existing weak bridge together with widening and regrading of northern approaches and provision of roundabout at junction of A.1 and A.19. (Southern section of these works is referred to in Appendix XII.)	Work was begun.
9. *Improvement at Bramham Cross Roads, Yorkshire (West Riding):* Provision of a roundabout at junction of Trunk Road A.1 and Trunk Road A.64.	Work was completed.

10. *Widening of Sinderby Bridge and approaches, Yorkshire (North Riding):* Provision of dual carriageways 22 ft. wide including widening of bridge over railway and construction of fly-over bridge carrying A.1 over B.6267. Length, 1 mile.	Work was begun.
11. *Widening of A.1 between junction with A.6108 and Scotch Corner, Yorkshire (North Riding):* Provision of dual carriageway 24 ft. wide. Length, 970 yards.	Work was completed.
12. *Improvement at northern end of Ferryhill Cut, Durham:* Widening and reconstruction together with the provision of a new road bridge over A.1 to replace the two removed. Length, 352 yards.	Work was begun.
13. *Thinford Cross Roads Diversion, Durham:* Construction of new road with carriageway 30 ft. wide including roundabout at junction with B.6291. Length, 500 yards.	Work was completed.
14. *Improvement from Browney Bridge to Farewell Hall, Croxdale, Durham:* Provision of dual carriageway 22 ft. wide. Length, 1 mile.	Work was completed except for final surfacing.
15. *Improvement from Henry Street, Gosforth, to Gosforth Park, Northumberland:* Dual carriageways 24 ft. wide. Length, 1¾ miles.	Work was continued.
16. *Improvement at Wideopen, Northumberland:* Widening and reconstruction to provide a 30 ft. carriageway. Length, 2,008 yards.	Work was begun.

London–Great Yarmouth Trunk Road

17. *Improvement of Eastern Avenue at Newbury Park, Essex:* Provision of dual 30 ft. carriageways including reconstruction of the bridge over the Central Line Railway and construction of two pedestrian subways. Length, 800 yards.	Work was begun.
18. *Improvement at Rivenhall End, Essex:* Provision of dual carriageways 24 ft. wide including construction of a new bridge. Length, 880 yards.	Work was begun.
19. *Improvement at Whights Corner, East Suffolk:* Provision of dual carriageways 24 ft. wide. Length, 880 yards.	Work was begun.
20. *Ipswich By-pass, East Suffolk:* Widening of carriageway to 30 ft. Length, 1 mile.	Work was begun.

London–Folkestone–Dover Trunk Road

21. *Ashford By-pass, Kent:* Construction of new road with dual 22 ft. carriageways. Length, 2¾ miles.	Work was continued and almost completed.

London–Brighton Trunk Road

22. *Handcross By-pass, East Sussex:*

Construction of new road with dual 24 ft. carriageways. Length, 1,867 yards.	Work was begun.

London–Portsmouth Trunk Road

23. *Improvement at Kingston By-pass, Surrey:*

Construction of pedestrian subways at Warren Drive and at Cranbourne Avenue.	Work was completed on the first and well advanced on the second.

South-West of Basingstoke–Southampton Trunk Road

24. *Improvement of bends at Otterbourne, Hampshire:*

Realignment and widening of carriageway to 22 ft. Length, 800 yards.	Work was begun and completed.

25. *Improvement at Hut Hill north of Chandlers Ford, Hampshire:*

Realignment and widening of carriageway to 30 ft. Length, 1,200 yards.	Work was completed.

London–Bristol Trunk Road

26. *Cromwell Road Extension, Middlesex:*

Construction of dual carriageways 30 ft. wide from L.C.C. boundary to Chiswick Lane (linking with the L.C.C. work referred to in Appendix XII), together with construction of subways at Netheravon Lane and Chiswick Lane. Length, 350 yards.	Work was begun.
Widening and improvement from Devonshire Road to Bennet Street to provide for dual 30 ft. carriageways with two footpaths. Length, 250 yards.	Work was begun.
Widening and improvement from Wellesley Road to Dukes Avenue to provide for two 30 ft. carriageways and two 6 ft. footpaths. Length, 1,400 yards.	Work was almost completed.
Construction of two level layout at the junction of Chiswick Road with the Great West Road, incorporating a fly-over ½ mile long and a roundabout 400 ft. in diameter. Length, 280 yards.	Work was begun.

27. *Improvement between The Three Tuns Cross Roads and Windsor Lane, Slough, Buckinghamshire:*

Widening of carriageways from 30 ft. to 40 ft. Length, 2,160 yards.	Work was completed.

28. *Improvement at Wigmore Lane, Theale, and a point west of the Coach and Horses P.H., Berkshire:*

Superelevation of bends. Length, 250 yards.	Work was begun and completed.

London–Fishguard Trunk Road

29. *Improvement of Western Avenue, Middlesex:* Provision of dual 30 ft. carriageways from Victoria Road to Park Royal Station and Alperton Lane to Greenford Railway Bridge. Length, 2 miles.	Work was begun.
30. *Widening between Oxford City Boundary and Islip Turn, Oxfordshire:* Provision of dual 24 ft. carriageways. Length, 3,730 yards.	Work was completed.
31. *Improvement between Bullo Railway Bridge and the road leading to Awre, Blakeney, Gloucestershire:* Widening and realignment of carriageway to 22 ft. with 30 ft. on gradients. Length, 1,170 yards.	Work was completed.
32. *Improvement at Underdean, Gloucestershire:* Realignment and widening to provide 22 ft. carriageway with verges. Length, 1,220 yards.	Work was completed.
33. *Improvement at Awre Road, Blakeney, Gloucestershire:* Realignment and widening to 30 ft. with 6 ft. footpath. Length, 900 yards.	Work was completed.
34. *Neath By-pass, Glamorgan:* Part 1. Construction of new road between Briton Ferry and Earlswood, incorporating a 90 ft. layout with dual 22 ft. carriageways and cycle tracks. Length, ¾ mile. and	Work was completed.
Part 2. Between Earlswood and Lonlas, providing a 100 ft. layout with dual 22 ft. carriageways and footpaths. Length, 2½ miles.	Work was begun.
35. *Llangyfelach By-pass, Glamorgan:* Realignment, including a diversion from Melin Llan Bridge to Swansea County Borough boundary; 60 ft. layout, one 30 ft. carriageway and one 6 ft. footpath. Length, nearly 2 miles.	Work was completed.

London–Holyhead Trunk Road

36. *Markyate By-pass, Hertfordshire:* Provision of one 30 ft. carriageway and one 6 ft. footpath. Length, 1,670 yards.	Work was continued.
37. *Construction of the Loughton By-pass and Bridge, Buckinghamshire:* Width, 30 ft. Length, 1,090 yards.	Work was completed.
38. *Improvement from North Heyford Grange to Stowe Hill Canal Bridge, Northamptonshire:* Widening of carriageway to 30 ft. and regrading. Length, 1,030 yards.	Work was continued and almost completed.
39. *Widening from Knightlows Hill to Auto's Cafe, Warwickshire:* Provision of a second carriageway 24 ft. wide. Length, 2,350 yards.	Work was completed.

40. *Ryton-on-Dunsmore to Willenhall, Warwickshire:* Provision of a second carriageway 24 ft. wide. Length, 2,358 yards.	Work was continued and almost completed.
41. *Improvement between a point 1½ miles east of Junction A.4406 and County Boundary at Maerdy, Denbighshire:* Construction of embankments to support weak retaining walls at various sections of road. Length, approximately 18 miles.	Work was completed.

London–Carlisle–Glasgow–Inverness Trunk Road

42. *Reconstruction of Cavendish Bridge, Leicestershire:* Construction of new pre-stressed concrete bridge to replace Bailey Bridge (in use since 1947); and of new single 24 ft. carriageway approach roads.	Work was continued.
43. *Preston By-pass, Lancashire:* Construction of a new road built to motorway standards between Bamber Bridge and Broughton with dual carriageways 24 ft. wide. Length, 8½ miles.	Work was begun.

Winchester–Preston Trunk Road

44. *Widening and reconstruction of Stratford Road, Shirley, from Birmingham City boundary to School Lane, Shirley, Warwickshire:* Provision of 44 ft. carriageway with 4 ft. central islands. Length, 1,820 yards.	Work was continued.
45. *Improvement between Stafford Borough Boundary and Wood Farm, Aston, Staffordshire:* Provision of dual 24 ft. carriageways. Length, 4,670 yards.	Work was begun and almost completed.
46. *Improvement at Filleybrooks River Bridge, Staffordshire:* Construction of second carriageway 22 ft. wide. Length, 840 yards.	Work was begun and completed.
47. *Improvement in Cheshire from the Junction with Congleton Road (A.54) to Alum Bridge over River Croco:* Widening of carriageway to 30 ft. and provision of two 6 ft. footpaths, including the reconstruction of railway bridge over the road at Holmes Chapel. Length, 600 yards.	Work was continued.

East of Birmingham–Birkenhead Trunk Road

48. *Standford Bridge Diversion, Shropshire:* Includes construction of new bridge and approach roads to provide carriageway width of 33 ft. Length, 500 yards.	Work was completed.

49.* *Widening and realignment of Tushingham Railway Bridge and approaches, Cheshire:*

Provision of 30 ft. carriageway and one 6 ft. footpath. Length, 800 yards.

Work was completed apart from the final surfacing.

Birmingham–Great Yarmouth Trunk Road

50. *Widening at "The Narrows", Thorpe-next-Norwich, Norfolk:*

Provision of 22 ft. carriageway and two 6 ft. footpaths. Length, 500 yards.

Work was continued and almost completed.

Exeter–Leeds Trunk Road

51. *Improvement between Ford Lane and Little Eaton (Croft Bridge), Derbyshire:*

Provision of dual 24 ft. carriageways. Length, 1,715 yards.

Work was continued and almost completed.

52. *Improvement at Birdholme Bridge, Derbyshire:*

Realignment and widening of carriageway to 30 ft. from Longedge Lane to Langer Lane and provision of two footpaths. Length, 700 yards.

Work was continued and almost completed.

Swansea–Manchester Trunk Road

53. *Improvement between Wernos Colliery and Penybanc, Ammanford, Carmarthenshire:*

Widening and realigning of existing road to provide 22 ft. carriageway and two footpaths of minimum width 5 ft. Length, 895 yards.

Work was completed.

54. *Northwich By-pass, Cheshire:*

Construction of new road with dual 22 ft. carriageways (24 ft. western end). Length, 2¼ miles.

Work was begun.

Chester–Bangor Trunk Road

55. *Conway Bridge, Caernarvonshire:*

Construction of new bridge to replace existing toll bridge at Conway.

Work was continued.

Liverpool–Preston–Leeds Trunk Road

56. *Improvement from British Enka Railway Bridge to Cheshire Lines Railway Bridge, Aintree, Lancashire:*

Provision of dual 22 ft. carriageways, cycle tracks and footpaths, including the reconstruction of the Old Roan Canal Bridge. Length, 1,400 yards.

Work was continued.

57. *Longton By-pass, Lancashire:*

Construction of new road with dual 24 ft. carriageways and one 6 ft. footpath. Length, approx. 2½ miles.

Work was begun.

Liverpool–Leeds–Hull Trunk Road

58. *Improvement from Newport Canal Bridge to Leatherdog Lane, Yorkshire (East Riding):*

    Widening and reconstruction to provide divided carriageway 44 ft. wide and improvement of footpaths. Length, 1,470 yards. — Work was begun.

Carlisle–Sunderland Trunk Road

59. *Improvement from Chapel House, Throckley, to Newcastle County Borough Boundary, Northumberland:*

    Provision of dual 22 ft. carriageways. Length, 1,830 yards. — Work was continued.

London–Cambridge–Kings Lynn Trunk Road

60. *Improvement from Bury Street to Carterhatch Lane, Middlesex:*

    Provision of second carriageway 24 ft. wide and one footpath. Length, 2 miles. — Work was begun.

61. *West Winch Railway Bridge on A.10, Norfolk:*

    Reconstruction. — Work was begun.

London–Aylesbury–Warwick–Birmingham Trunk Road

62. *Improvement at Nell Bridge and at Nell Lock Bridge, Oxfordshire:*

    Widening and strengthening of bridges together with the realignment and widening of approaches to provide a 24 ft. carriageway. Length, 900 yards. — Work was begun.

London North Circular Trunk Road

63. *Widening between St. Anns Road and Stonebridge Park, Middlesex:*

    Provision of dual 22 ft. carriageways and two 6 ft. footpaths. Length, 1,820 yards. — Work was continued.

Folkestone–Brighton–Southampton–Dorchester–Honiton Trunk Road

64. *Cams Hill Improvement, Fareham, Hampshire:*

    Realignment and widening of carriageway to 30 ft. Length, 900 yards. — Work was begun and completed.

West of Southampton–Salisbury–Bath Trunk Road

65. *Improvement at Whaddon, from south-east of the Southern Region Railway Bridge to south-east of the Three Crowns P.H., Wiltshire:*

    Realignment of road. Length, 950 yards. — Work was completed.

Exeter–Launceston–Bodmin Trunk Road

66. *Improvement of West Street, Okehampton, Devonshire:*
    Widening of West Street and New Road, together with the construction of a new bridge 54 ft. wide over River Okement. Length, 148 yards.
    Work was begun.

Taunton–Barnstaple–Bude–Fraddon Trunk Road

67. *Improvement at Baxworthy Corner, Hartland, Devonshire:*
    Widening and realignment to provide uniform width of 24 ft. carriageway. Length, 1,700 yards.
    Work was begun.

Bath–Cheltenham–Evesham–Coventry–Leicester–Lincoln Trunk Road

68. *Improvement from Lincoln City Boundary to North Hykeham Cross Roads, Lincolnshire (Kesteven):*
    Regrading and widening of carriageway to 30 ft. Length, 1,700 yards.
    Work was completed.

Ipswich–Newmarket–Cambridge–St. Neots–Bedford–Northampton–Weedon Trunk Road

69. *Widening of Rougham Hill Road, Bury St. Edmunds, West Suffolk:*
    Widening of carriageway to 24 ft., including the reconstruction of the bridge over the River Lark. Length, 1,200 yards.
    Work was continued.

Weedon–Atherstone–Brownhills Trunk Road

70. *Improvement at High Cross Diversion, Leicestershire:*
    Construction of a diversion together with the realignment of four existing side road junctions. Length, 1,350 yards.
    Work was begun.

71. *Improvement between A.446 and junction with A.38, Staffordshire:*
    Widening to provide a single 33 ft. carriageway. Length, 2,500 yards.
    Work was begun.

Widmerpool–Nottingham–Bawtry–Goole–Howden Trunk Road

72. *Improvement South of Trent Bridge, Nottingham:*
    Construction of a roundabout and dual 24 ft. carriageways. Length, 470 yards.
    Work was begun and almost completed.

73. *Finningley By-pass, Yorkshire (West Riding):*
    Construction of new road with single 24 ft. carriageway. Length, 2 miles.
    Work was begun and completed.

North-East of Birmingham–Nottingham Trunk Road

74. *Improvement between Dovecote Lane and Dallas York Road, Beeston, Nottinghamshire:*
    Reconstruction and widening of carriageway to 33 ft. Length, 570 yards.
    Work was begun.

Nottingham–Derby–Stoke-on-Trent Trunk Road

75. *Improvement from Borrowash to Sandiacre, Derbyshire:* Widening of carriageway to 30 ft. and provision of one 6 ft. footpath. Length, 3,770 yards.	Work was continued and almost completed.
76. *Borrowash By-pass, Derbyshire:* Construction of new road with dual 24 ft. carriageways. Length, 2¾ miles.	Work was begun.

Liverpool–Warrington–Stockport–Sheffield–Lincoln–Skegness Trunk Road

77. *Improvement from Elkesley By-pass to Five Lanes End, Nottinghamshire:* Reconstruction and regrading of existing road to provide for dual 24 ft. carriageways. Length, 4,420 yards.	Work was begun.
78. *West Drayton Diversion, Nottinghamshire:* The by-passing of the existing trunk road through West Drayton with dual 24 ft. carriageways. Length, 3,330 yards.	Work was continued and almost completed.

Leeds–Halifax–Burnley–Blackburn–East of Preston Trunk Road

79. *Improvement of junction of Whitebirk Drive (A.6119) and Whalley Old Road, Blackburn, Lancashire:* Widening of carriageway to 30 ft., realignment of minor crossroads and construction of two 6 ft. footpaths. Length, 420 yards.	Work was continued and almost completed.

East of Snaith–York–Thirsk–Stockton-on-Tees–Sunderland Trunk Road

80. *Improvement from Winsford Terrace to Swan Hotel, Billingham, Durham:* Provision of dual 22 ft. carriageways. Length, 422 yards.	Work was begun.

Newport–Monmouth–Ross-on-Wye–Worcester Trunk Road

81. *Chances Pitch Diversion and improvement at Colwall, Herefordshire:* Includes a short link road connecting the new trunk road to Colwall Road with a carriageway 22 ft. wide. Length, 1,100 yards.	Work was completed.

Fishguard–Aberystwyth–Dolgelley–Caernarvon–Bangor (Menai Suspension Bridge) Trunk Road

82. *Improvement at Penglais Hill, Aberystwyth, Cardiganshire:* Widening of existing road to provide a uniform 22 ft. carriageway and one 6 ft. footpath. Length, 900 yards.	Work was begun.

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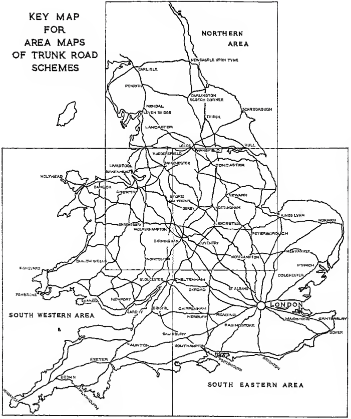
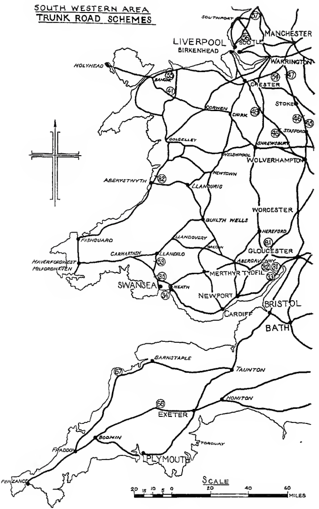
* Schemes to facilitate the movement by road of abnormal indivisible loads.

KEY MAP FOR AREA MAPS OF TRUNK ROAD SCHEMES

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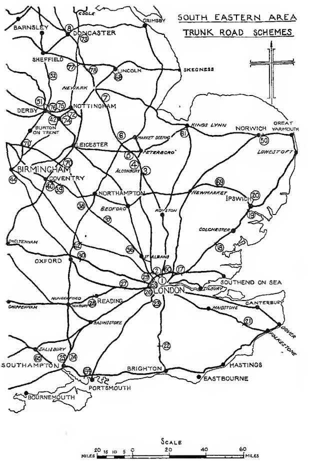
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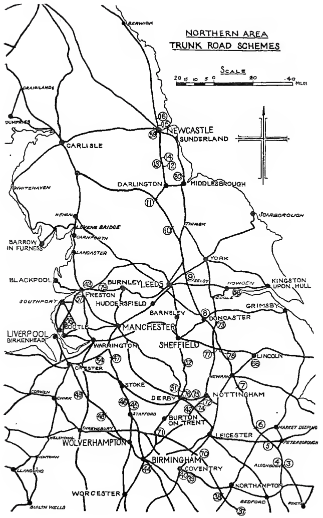
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HOWDEN
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PRESTON
SOUTHPORT
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APPENDIX IXA

TRUNK ROAD SURVEYS

(See paragraph 6)

A.1	Biggleswade By-pass
A.1	Tempsford By-pass and Tempsford Bridge Diversion
A.1	Buckden By-pass
A.1	Wansford and Water Newton By-pass
A.1	Stamford Inner Relief Road
A.1	Doncaster By-pass
A.1	Newark By-pass
A.1	Tuxford By-pass
A.2	Medway Towns By-pass
A.6	South Mimms By-pass
A.20	Maidstone and Ditton By-pass
A.27	Havant By-pass
A.27	Shoreham Toll Bridge Diversion
A.40	Ross–Monmouth Road Diversions
A.45	Dunchurch By-pass
A.48	Port Talbot Relief Road
A.57	Sankey Canal Lift Bridge Diversion
A.453	Breedon-on-the-Hill By-pass
A.494	Queensferry By-pass (Flint)
A.614	Blyth By-pass
A.4042	Croes-y-celiog Diversion

APPENDIX X

ROAD IMPROVEMENT SCHEMES

Note on the preliminary processes which have to be carried out before constructional work can start

Introduction

1. The purpose of these notes is to explain in outline some of the statutory and other procedures which have to be followed before work can start on an important road scheme. The notes relate particularly to new roads and to by-passes and other important realignments (and less directly, for example, to straightforward widening schemes) but they are applicable in some degree to everything which comes into the category of "major improvements". The length and complexity of these procedures explain why there is often a considerable interval between the time when it is decided to authorise a large road scheme and the time when actual constructional work can begin.

Trunk Road Schemes

2. The history and state of readiness of the various trunk road schemes which it may be proposed to include in the roads programme from time to time do not conform to any set pattern. Some proposals may be of considerable antiquity, e.g. they may have been planned originally as classified road schemes before the roads in question

were taken over by the Minister as trunk roads (in 1936 or 1946). But in that event it may be found that a proposal which appeared satisfactory many years ago has been overtaken by changes in the traffic pattern or other developments, so that any existing plans may need to be completely revised. On the other hand, changes in the traffic pattern or other factors may have the reverse effect, e.g. they may require that a proposal which has been envisaged hitherto as a long-term development (and on which therefore little preparatory work has been done) should be advanced in the priority list and undertaken almost immediately.

3. In most cases the first stage in the statutory procedure for a trunk road improvement has arisen in connection with the preparation of a development plan under the Town and Country Planning Acts. The line of a new trunk road or motorway is protected ultimately by making an Order under the Trunk Roads Act, 1946, or a Scheme under the Special Roads Act, 1949, but if, before the Minister is able to publish a Trunk Road Order or Special Road Scheme, the line of a proposed road is included in a development plan and is approved by the Minister of Housing and Local Government, that line receives the same protection as if it had been the subject of an Order or Scheme. Moreover, pending final approval by the Minister of Housing and Local Government, the line can be protected if necessary by a local planning authority.

4. It is for this reason that provisional lines for trunk roads and motorways have been included—in diagrammatic form—in the development plans that have been submitted by local planning authorities to the Minister of Housing and Local Government. Any objections to the lines shown in the development plans are considered and taken into account when preparing the more detailed proposals which are included in the subsequent Trunk Road Orders or Special Road Schemes. This may appear to give objectors the opportunity of two bites at the cherry, but the general principle is that those likely to be affected should be afforded the earliest opportunity of objecting where a Minister is claiming the right to control development of land which might be affected by his proposals. (Sometimes, of course, the weight of objections to a trunk road proposal, as revealed at a development plan Inquiry, may be so strong that the Minister of Transport and Civil Aviation may decide to modify the proposal or even delete it altogether.) In many cases it may be of considerable help to know in advance of the publication of the draft Trunk Road Order or Special Road Scheme the weight of objections to the line envisaged and this enables the Minister, where the objections seem to be conclusive to amend the line as necessary before the Order or Scheme is published in draft.

5. In making a Trunk Road Order or Special Road Scheme the first step is to locate a provisional line of route. Since the Minister is bound by statute to take into consideration "the requirements of local and national planning including the requirements of agriculture" this involves in addition to a preliminary survey and the necessary field work, consultation with all the important local interests likely to be affected. In particular, where a proposed road entails the acquisition of valuable agricultural land, consultations with agricultural interests through the Ministry of Agriculture, Fisheries and Food are necessarily long and detailed. Other authorities who are consulted at this stage include any central and local government authorities, statutory undertakings, nationalised industries, etc., who are responsible for specific interests affected by the road, such as railways and inland waterways, electricity, gas and water mains, rivers, drainage and catchment areas, docks and harbours, telephones and telegraphs, aerodromes, factories and industrial establishments of national importance, forests, commons and national parks, coal, oil and minerals, ancient monuments, churches and burial grounds. These consultations, which are undertaken on behalf of the Minister either by local highway authorities acting as his agents, or by consulting engineers when they are engaged to prepare the scheme, may take from a few months to a much longer period according to the size of the project and the value and nature of the land to be acquired.

6. The next stage is to fix the line of route and protect it from other forms of development by making a statutory Trunk Road Order (under the Trunk Roads Act, 1946)

or Special Road Scheme (under the Special Roads Act, 1949). This has to be published in draft form with appropriate plans, and notice of the proposals has to be served on all the statutory interests concerned; three months must be allowed for the lodging of objections, which must then be carefully considered. If the weight of objections is substantial a local public Inquiry may be and in certain cases must be held. In the light of the objections (and of the Inspector's report if an Inquiry is held) the Minister may then decide to make the Scheme or Order with or without modifications, but sometimes it may prove necessary to revise the proposals substantially and go through the whole procedure again from the beginning. The complete process of making a Scheme or Order for a major project necessarily takes up to about one year in time, even if no substantial difficulties are encountered.

7. The next stage is to prepare the final engineering details for the actual layout and construction of the road, including land plans and reference schedules, and the designs of bridges, together with Specifications and Bills of Quantity, with a view to letting the contract for the work. Trial borings may be necessary first in order to ascertain the nature of the subsoil and foundation. Theoretically, this work of detailed preparation can proceed immediately a Scheme or Order has been made, but in practice it has to be related to the position of the project in the road programme. Detailed preparation costs money and takes up the valuable time of engineering staff, and although it is important to have always in reserve a reasonable number of schemes which have been fully prepared, it would not be reasonable to ask local authorities or consulting engineers to prepare engineering details if there were no prospect of work on the scheme being authorised for many years. From 1947 until the announcement of the beginning of the road programme in December, 1953, there was no immediate prospect of any considerable expenditure on road improvements and consequently even preparatory work for such improvements was restricted in order to avoid expenditure which might have proved abortive. Naturally this has caused some difficulties in the early years of the roads programme.

8. Not until the stage of preparing final engineering details is reached is it usually possible to determine exactly the extent of any work required on side roads; and before starting this work a further statutory procedure involving publication of a draft Order has to be followed similar to that required to establish the line of the trunk road itself. (Paragraph 6.)

9. The next stage is the acquisition of the land required. Except for Special Roads this process cannot begin until the Minister has fixed the line of route (paragraph 6), received detailed land plans (paragraph 7) and, where appropriate, made the necessary Orders for the side road work (paragraph 8). Acquisition of land can, however, to some extent proceed concurrently with the preparation of the engineering details (paragraph 7) especially where the project consists of a considerable length of new road; in that event, as the engineering plans are completed for each section the land acquisition for that section can be undertaken. This is done wherever possible, but in some cases acquisition of land may have to wait until all the engineering details have been finally prepared. For Special Roads there is statutory provision enabling land acquisition procedure to be undertaken concurrently with that for making the Scheme, fixing the line of route and/or the Orders for side road works, but for this to be done land details would have to be prepared at an early stage, which may not always be practicable or advisable. When negotiations for land acquisition can start, on the basis of sufficiently detailed plans, preparations for the use of compulsory powers is often begun simultaneously to save time in case these powers have to be invoked. The Compulsory Purchase Order procedure requires advertisement of the draft Order, three weeks for receiving objections, possibly a public Inquiry, and thereafter consideration of the Inspector's report and the formal making of the Order. To get entry on to the land for a scheme of any size usually takes eight to twelve months at least, and perhaps much longer where the issues are large or controversial. Various special factors, such as rehousing requirements, the special protective requirements for the taking of common land, burial grounds, etc., may prolong the process in some cases.

10. After the line of the road has been determined, the detailed preparation of a scheme for the purpose of letting a contract for construction to be put in hand (paragraph 7) may take some months, or even longer, depending on the scope and complexity of the works and the need for reference, in the case of bridge works, to the Royal Fine Art Commission and/or the British Transport Commission or other statutory undertakers whose interests are affected. When all this is done, if it is decided to carry out the work by contract the process of inviting tenders by advertisement, allowing contractors a reasonable time to prepare their tenders and considering their offers, will take as much as five months.

11. In cases where the date of entry to the required land is reasonably certain, invitations to tender for constructional work are advertised in advance of that date.

12. These processes—totalling perhaps four years or more for a major project—necessarily lengthen substantially the time taken to complete some of the new roads which are in the programme, but steps have been taken to expedite the procedures as far as the statutory limitations permit. The local authorities who act as the Minister's agents for most trunk road schemes have now been authorised to put in hand the preparation of detailed plans for all the large trunk road schemes which are likely to be authorised during the early years of the programme, so that when the time comes to authorise the schemes formally most of the preparatory work should be complete.

Classified Road Schemes

13. Except in the case of Special Roads, classified road schemes do not require the special statutory procedures which are needed to establish the line of route of a trunk road scheme, although the local highway authority responsible for the scheme has to consult some of the local interests.

14. Large bridge or tunnel schemes or important schemes in London and other cities often require the promotion of special legislation by the highway authority and if objections are lodged during the passage of the Bill through Parliament considerable delay may occur before the scheme can proceed.

15. The development plan procedure applies to important classified road schemes as well as to those on trunk roads (paragraph 3). The Minister is fully consulted at all stages of the preparation of a development plan and has, to that extent, accepted the inclusion in the plan, as ultimately approved by the Minister of Housing and Local Government, of the classified roads shown, although economic and financial factors and priorities may, of course, preclude or delay the making of a grant towards the cost of any particular scheme, or examination of the exact work proposed and the justification for it may reveal unexpected difficulties.

16. When an application for a grant is submitted it has to be examined in detail to ensure that the specifications and technical details are satisfactory, and that it complies with the Ministry's grant rules, and this often requires further consultations with the highway authority. Once the grant (which is in effect a promise to pay) has been issued, it is for the highway authority to carry out the work. Sometimes the scheme may have been prepared in some detail beforehand and some of the land may have been acquired as opportunity offered. but often a great deal of further preparatory work has to be done before construction can actually start, especially in the case of urban schemes involving the acquisition of property, rehousing, etc. All this, however, is the responsibility of the local highway authority and once a grant has been made the Minister is, as a rule, no longer directly concerned. If, however, resort is necessary to compulsory powers for the acquisition of land, the Minister's confirmation must be sought, with the usual procedure for objections and, if necessary, a hearing or public Inquiry. In that event, the Minister must, of course, review the case *de novo* and impartially, with all that that may entail for the future of the scheme.

APPENDIX XI

GRANTS TO HIGHWAY AUTHORITIES APPROVED

£ thousand

	1955–56			1956–57		
	Total	England	Wales	Total	England	Wales
TOTAL	38,656	36,266	2,390	35,351	32,674	2,677
MAINTENANCE AND MINOR IMPROVEMENT:						
Total	19,946	18,146	1,800	19,780	18,013	1,767
Class I roads and bridges	9,216	8,514	702	9,094	8,435	659
Class II roads and bridges	4,385	3,939	446	4,391	3,935	456
Class III roads and bridges	6,345	5,693	652	6,295	5,643	652
MAJOR IMPROVEMENT, NEW CONSTRUCTION, ETC.:						
Total	17,527	16,998	529	14,380	13,536	844
OTHER PURPOSES:						
Total	1,183	1,122	61	1,191	1,125	66
Traffic control signals, pedestrian crossings, etc.	666	647	19	654	639	15
Salaries and establishment charges of surveyors	313	284	29	349	313	36
*Road safety grants	168	157	11	178	166	12
Traffic census and miscellaneous provisions	33	32	1	4	4	—
Cattle-grids	3	2	1	6	3	3

* Includes grants to local authorities.

APPENDIX XII

PROGRESS IN THE DIVISIONS—CLASSIFIED ROADS

Brief reports showing the more important works of new construction and major improvement on schemes costing more than £25,000 each, in hand during 1956–57, are given below:

No. on map

Metropolitan Division

London.

1 The construction of the first section of the Cromwell Road extension between
Hammersmith Bridge Road and the Middlesex County boundary was completed;
the approximate cost, excluding re-housing, is £477,521. In addition, work was
2 begun on the third section between Hammersmith Bridge Road and Gliddon Road,
the estimated cost, excluding land and re-housing, being £132,324.

Work was also started on the following schemes:

3 The widening of Roehampton Lane (A.306) in the Wandsworth Metropolitan Borough at an estimated cost of £231,800.

4 The construction of a roundabout on the eastern approach (A.3036) to Lambeth Bridge at the junction of A.3203 and A.3036, the cost being estimated at £55,421.

5 The widening of Homerton Road (B.112), Hackney, estimated to cost £43,761.

6 The improvement at Kings Road (A.3217), Chelsea, at an estimated cost of £39,710.

No.
on
map

7 The widening of Uxbridge Road (A.4020), Hammersmith, between Wood Lane and Coningham Road, estimated to cost £72,998.

8 The widening of Woolwich High Street (A.206) between Market Hill and Beresford Street at an estimated cost of £28,609.

9 In addition work was started at Notting Hill Gate on railway works and site clearance to permit an improvement scheme which involves the widening of a 700 yards length of road from east of Kensington Palace Gardens to Hillsleigh Road; the widening of Kensington Church Street (A.4204) from Notting Hill Gate to Edge Street, a distance of 170 yards; and the widening of Pembridge Road (A.4206) from Notting Hill Gate to Ladbroke Road, a length of 60 yards. The scheme is expected to cost £1,853,000.

10 Property acquisition and preparatory works are proceeding in connection with the improvement of the Northern Approach to the Blackwall Tunnel. The scheme provides for a two-level layout including the construction of an underpass with dual carriageways and the provision of slip roads, the widening and realignment of East India Dock Road, together with other roads in the vicinity. The cost is estimated at £1,260,000.

11 The acquisition of property and preparatory works are also in hand in connection with the construction of Route 11 in the City of London, a new road (potential Class I) incorporating dual carriageways between Aldersgate Street (A.1) and Moorgate (A.501), a distance of 608 yards. The cost of the grant earning work is estimated at £968,100.

Essex.

12 Work was completed on the reconstruction and widening of the bridge carrying Chigwell Lane, Loughton (B.171) over the railway at Debden Station and the widening and improvement of the road, at a cost of approximately £76,258.

13 The work of extending Ballards Road (up-graded to Class II) to complete the connection between Rainham Road South (B.178) and New Road (A.13) was completed at an approximate cost of £49,717.

14 Estimated to cost £39,274, the reconstruction of Ruckholt Road Bridge, Leyton (A.106), together with the widening and realignment of its approaches, is nearing completion.

Kent.

15 Work was begun and completed on the improvement of the London–Hastings Road (A.21) from its junction with A.224 at Halstead roundabout southwards for a distance of 2,200 yards: the estimated cost is £42,750.

16 The widening of Bromley Lane (A.222), Chislehurst, between Shepherds Green and Centre Common Road, which is expected to cost £32,232, was begun and is nearing completion.

17 *Dartford–Purfleet Tunnel.* Work was started on overhauling and reconditioning the existing machinery and plant and on driving the main tunnel under the River Thames between Dartford in Kent and Purfleet in Essex. The whole scheme, which is estimated to cost £11,129,000, provides for a single tunnel, 4,700 ft. long, carrying a roadway for two lanes of traffic, and approach roads linking the London–Tilbury Road (A.126) and the London–Rochester Road (A.2).

Middlesex.

18 Work is nearly completed on the widening of Cowley Road (A.408), Uxbridge, between Station Road and Benbowe Way; the cost is estimated at £46,590.

19 Work, estimated to cost £45,249, was begun on the improvement of approximately 100 yards of Thames Street (B.376), Staines, south-east from its junction with High Street (A.30).

No. on map *Hertfordshire.*

Work was nearly completed on the following schemes in Stevenage New Town:

20 The construction of Road 4 (potential Class III) for a distance of 317 yards east of the Great North Road at an approximate gross cost of £52,480; and parts of Roads 2 and 3 (potential Class I) to provide a new road at the eastern end of the

21 classified section of Road 4 at a gross cost of approximately £58,642.

22 In Welwyn Garden City, the construction of part of the North-Eastern Industrial Road (potential Class III) and the reconstruction and alignment of Cole Green

23 Lane (B.195) are nearing completion. They are expected to cost £91,180 and £40,557 respectively.

24 In addition, the construction of slip roads at Welwyn Road (B.1000) and the Great North Road (A.1) were begun and almost completed at an approximate cost of £32,278.

25 Work was begun and is nearing completion on the construction of a new road (potential Class III) to link Midland Road with Fernville Lane, in the new town of Hemel Hempstead between A.4146 and A.4147, at a gross estimated cost of £39,234.

26 The reconstruction of Rye Common Bridge over the New River on the Hoddeston–St. Margaret's Road (A.1032) was started at an estimated cost of £28,334.

Buckinghamshire.

27 Work was started and nearly completed on the improvement of the Aylesbury–Tatling Road (A.413) between Cokes Lane and "The Rose and Crown" Public House; the estimated cost is £25,664.

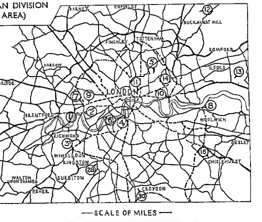
Surrey.

28 The widening of Morden Road (A.24) between Lombard Road and High Path was completed at an approximate cost of £40,679.

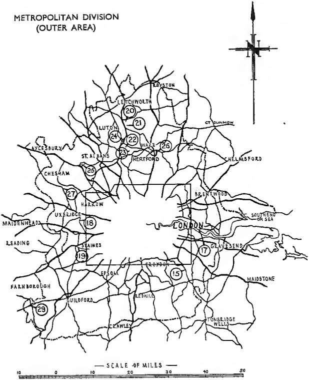
29 Work on the centre section of the Farnham By-pass between Red Lion Lane and Darvill's Lane is nearing completion; the estimated cost is £91,000.

30 *Croydon.* The construction of a new road (potential Class I) between Addiscombe Road (A.232) and Park Lane (B.247) was started at an estimated cost of £63,000.

METROPOLITAN DIVISION
(INNER AREA)



METROPOLITAN DIVISION
(OUTER AREA)



No. on map

South Eastern Division

Hampshire.

1 Work was completed on the construction of a new bridge and approach roads to replace the existing weak Langstone bridge between the mainland and Hayling Island, at a cost of approximately £310,682.

2 Work was started on the Christchurch By-pass, a new road (potential Class I) approximately two miles long between A.35 at Fountains Inn Corner, Bargate, Christchurch, and the junction of A.35 and A.337 at Somerford Bridge. The scheme comprises the provision of dual carriageways, a new roundabout at the latter junctions, side road connections and three bridges over the rivers Avon, Mude and Mill. The cost is estimated at £451,525.

3 *Portsmouth.* The widening of Southwick Hill Road, was completed at a cost of approximately £67,155.

4 The reconstruction and widening of Portsdown Hill Road from its junction with the London–Portsmouth Road to the boundary of the City was also completed; the estimated cost is £58,780.

No. on map

5 Work, estimated to cost £237,064, was started on the construction of the Wymering Link Road (potential Class I) a new road 1,500 yards long which will extend from the junction of Northern Road (A.3) with Spur Road, westwards to the junction of Southampton Road and Western Road (A.27). The scheme comprises the provision of dual carriageways, a new bridge over the railway near the western end together with a roundabout at each end of the new road; also the improvement of Southampton Road for approximately 150 yards westwards from its junction with Western Road.

6 *Southampton.* The construction of an Inner Ring Road, estimated to cost £178,751, was started. The improvement involves (i) the construction of a new road 680 yards long from the junction of Palmerston Road with Houndwell Place and Hanover Buildings to the junction of Briton Street with Charlotte Street including a new roundabout; (ii) the construction of another new road 320 yards in length between High Street and Queen's Terrace with connections to the new road described in (i) above.

7 *Winchester.* Work was started on the widening of a 320 yards length of St. George's Street, Winchester at an estimated cost of £80,000.

Sussex West.

8 Work, estimated to cost £77,520, was started on the construction of a new bridge over the railway between North Farm Road and South Street, Lancing and its approaches. This bridge will by-pass the level crossing at South Lancing Station.

Crawley New Town. Work was almost completed on the following schemes:

9 The new road, Southgate Avenue (potential Class I), from the southern end of Crawley By-pass for a distance of about 1,453 yards north-eastwards, at a gross cost of approximately £75,126; and the new road between the roundabout at the
10 junction with Three Bridges Road and a point 690 yards south, together with the construction of a bridge over the Mid-Sussex railway line, at an approximate gross cost of £115,032.

11 The construction of a new road, Worth Park Avenue, between the eastern approach to Three Bridges Railway Station and Ridleys Corner was also completed; the estimated gross cost is £76,442.

12 Work was started on the reconstruction and alignment of a section of Three Bridges Road from High Street eastwards to the roundabout at the junction with Southgate Avenue, at an estimated gross cost of £54,245.

Sussex East.

13 The Northern link to the Hailsham By-pass was completed at a cost of approximately £35,000.

14 *Brighton.* Work was begun and completed on the widening and improvement of Coldean Lane (Class III) over a distance of 2,126 yards, at an approximate cost of £41,925.

Berkshire.

15 The construction of the West Link Road, Bracknell New Town, was completed at a cost of approximately £77,264, while work, estimated to cost £53,895, was
16 begun on the construction of the Town Centre By-pass.

Buckinghamshire.

17 The construction of a diversion to the north of Bierton on the Aylesbury–Leighton Buzzard Road (A.418) was begun and completed; the estimated cost is £54,451.

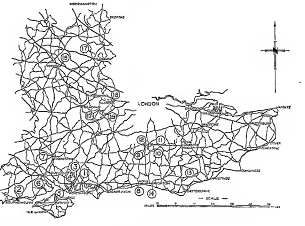
No.
on
map

18 Work, estimated to cost £40,578, was begun on the realignment and widening of Wooburn Green Lane over a distance of 1,080 yards from the junction with Holtspur Avenue to the junction with the London–Oxford Road (A.40).

Oxfordshire.

19 The widening of 550 yards of Marston Road. (Class III) Oxford, was begun at an estimated cost of £25,300.

SOUTH EASTERN DIVISION



South Western Division

Devonshire.

1 Work was continued on the construction of Barbrook Bridge (over the West Lyn River) and approaches on a new alignment, to replace another bridge destroyed by the floods of August 1952, at an estimated cost of £37,120.

2 Work was also continued on the Totnes Westerly By-pass, a pre-war scheme, comprising the construction of a length of about 280 yards of new road, including a new bridge over the railway, and the widening and improvement of 400 yards of the Totnes–Kingsbridge Road (A.381); the estimated cost is £51,206.

3 Work was started on a diversion of the Tavistock–Ashburton Road (A.384) comprising the construction of a length of 500 yards of new road from a point 100 yards west of the Dartmoor Inn south-eastwards, and a new reinforced concrete arch bridge over the river Walkham, at an estimated cost of £39,725.

4 *Exeter.* Stage 1 of the Inner Relief Road (potential Class I) from the junction of the Exeter–Taunton Road (Sidwell Street A.3085) with Belmont Road to the junction of Summerland Street with Parr Street, a distance of 320 yards, was completed at an approximate cost of £22,809: the construction of Stage II, starting at the junction with Summerland Street and terminating with the roundabout at the junction of Paris Street (A.30) and Belgrave Road, a distance of 240 yards, was begun and completed at a cost of approximately £61,687. The whole scheme, which provides for a dual carriageway layout and which will terminate at the junction of Edmund Street (B.3183) with Commercial Road, is expected to cost £712,845.

No. on map

5 *Plymouth.* The construction of two sections of the Eastern Approach Road (potential Class I), from the junction of Exeter Street westwards for a distance of 80 yards, and from the junction with Station Road (B.3239) westwards for a distance of 104 yards, were completed at an approximate cost of £24,418. Work was continued on a further section of this road from Gasking Street to St. Andrew's roundabout, including a roundabout at Charles Church, at an estimated gross cost of £258,024. The total cost of the complete scheme is estimated at £282,442.

6 The construction of the first section of the Western Approach (Inner Ring Road —potential Class I) between Union Street (A.38) and King Street, a length of 209 yards, was practically completed; the estimated cost is £44,821.

7 Work was started on the widening of Union Street (A.38), from Derry's Cross roundabout for a distance of 186 yards westwards to the Railway Bridge, to provide dual carriageways at an estimated cost of £47,154.

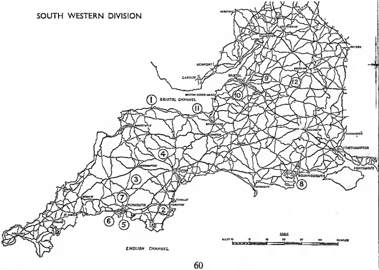
Dorset.

8 *Poole.* Work, estimated to cost £25,379, was started on the construction of a roundabout at the junction of the Bournemouth–Poole Road (A.35) with Ashley Road (A.348), together with the widening of the existing approaches.

Gloucester.

9 The widening and realignment of the Bristol–Old Sodbury Road (A.432) from the Kendleshire Cross Roads to a point 330 yards west of Coalpit Heath Railway Viaduct, was started at an estimated cost of £27,400, dual carriageways being provided where vertical visibility is restricted.

10 *Bristol.* Work, estimated to cost £98,561, was started on the construction of a roundabout at the junction of Redcliff Hill (A.38), Redcliff Street (A.38) and Redcliffe Way (Class III).


SOUTH WESTERN DIVISION

No
on
map *Somerset.*

11 *Bridgwater.* Work was continued on the construction of the Inner Relief Road at an estimated gross cost of £260,000. This scheme, which provides for a new road to connect Taunton Road with the junction of Monmouth Street and Eastover, incorporates the construction of a three-span reinforced concrete bridge over the River Parrett. The total length of road and bridge is about 330 yards.

Wiltshire.

12 The reconstruction of the Western Region Railway bridge carrying the Gloucester Branch line over Rodbourne Road to provide a headroom of 15 ft. 9½ in. and to allow a road width of 50 ft. was completed; the estimated cost is £34,921.

Midland Division

Staffordshire.

Work was completed on the following schemes to improve the Rugeley–Stone Road (A.51):

1 (i) The improvement from the south end of the proposed Great Haywood By-pass to Wolseley River Bridge, including the canal bridge, a total length of about 970 yards, at a cost of approximately £53,111. (ii) The widening of the
2 carriageway over a distance of 1,250 yards from Longdon By-pass to mile post "Lichfield 5" at an approximate cost of £43,757. (iii) The construction of a new
3 road about 1,200 yards long between High Street, Longdon, and Longdon Hall, at an approximate cost of £58,980.

4 Work was continued on the diversion of the Rugeley–Stone Road (A.51) at Carr House Railway Bridge, including the construction of 1,200 yards of new road and a new bridge under the railway at a cost now estimated at £84,872.

5 Work estimated to cost £92,489 was started on the Rugeley By-pass, a new road (potential Class I), 1,570 yards long, between the junction of Horsefair (A.51) with Elmers Lane and Wolseley Road (A.51), near Eton Lodge.

6 In addition, the improvement of the Coleshill–Lichfield Road (A.446) south of Weeford involving the widening of Weeford County Bridge and the realignment of approaches was completed; the cost is now estimated at £52,669.

7 Work was also completed on the diversion of the Cannock–Wolverhampton Road (A.460) at Laney Green near Shareshill, over a length of 450 yards, at a cost of about £26,662.

8 *Stoke-on-Trent.* Work was begun on the strengthening and widening of the bridge over the canal at High Street (A.5007), West Fenton, at an estimated cost of £34,334.

9 *Wolverhampton.* The widening of School Street (B.4159) over a length of 77 yards south of Darlington Street, was completed at an approximate cost of £29,350.

10 Work was begun on the widening of Stafford Road (A.449) to provide dual carriageways over a length of 1,020 yards, at an estimated cost of £64,228.

Warwickshire.

11 *Birmingham.* The widening and realignment of Church Road (Class III), Sheldon, was continued at an estimated cost of £32,085.

12 Work was started on the construction of the first section of Part I of the Inner Ring Road, a new road (potential Class I) to provide dual carriageways from Suffolk Street to Queen's Drive, at an estimated gross cost of £1,044,000. The whole scheme, under which it is planned eventually to build nearly four miles of dual carriageway, around an area that includes Snow Hill Station, New Street Station, the Town Hall and the main business centre, is expected to cost £15,000,000.

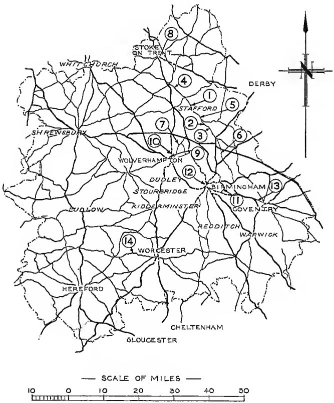
No.
on
map

13 *Coventry.* The construction of a new road (potential Class II), Four Pounds Avenue, from Holyhead Road (A.4114) to Allesley Old Road (B.4106), was completed at a cost of about £27,547.

Worcestershire.

14 Work estimated to cost £108,615, was begun on the construction of a new bridge and approaches over the River Teme, involving a distance of 710 yards, on the Worcester–Bromyard Road (A.44), in the vicinity of Knightsford Bridge.

MIDLAND DIVISION



No. on map

Wales and Monmouth Division

Caernarvonshire.

1 The widening and improvement of about one mile of the Pwllheli–Criccieth Road (A.497) east of Pwllheli, was completed at a cost of approximately £58,526.

2 Work was begun and nearly completed on the widening and realignment of the Caernarvon–Capel Curig Road (A.4086) near the Royal Victoria Hotel, Llanberis, at an estimated cost of £27,628.

Carmarthenshire.

3 Work was still in progress on the widening of Bynea Bridge, carrying the Llanelly–Loughor Road (A.484) over the railway line on Bynea Station, at a cost of approximately £46,484.

Glamorgan

4 Work was started on the widening of the Pontardawe–Garnant Road (A.474) over a distance of 212 yards near Mount Pleasant Inn, Gwaen-Cae-Gurwen, at an estimated cost of £25,735.

5 The reconstruction of the Resolven River Bridge together with the widening of its approaches on the Neath–Resolven Road (B.4434) was also begun, at an estimated cost of £39,886.

6 *Cardiff.* Work was completed on the widening of approximately 870 yards of
Pwllmelin Road (Class III) at a cost of about £29,078, and also on the widening
7 of Plasmawr Road (Class III) over a distance of nearly 900 yards, estimated to
cost £39,574.

8 *Swansea.* Work was still in progress on Section 1 (B) of the East Side Approach
Road over a length of 800 yards from a point 330 yards east of King's Dock Level
Crossing, at an estimated gross cost of £246,363, towards which the British
Transport Commission is contributing £72,110; while the work of filling in and
9 culverting Tennant canal on the Jersey Marine Road (B.4290) was begun at an
estimated cost of £43,488.

10 The reconstruction of Pentregethin Road (Class III), between Cadle Common and Fordd-y-Brain, a distance of 605 yards, was continued, at an estimated cost of £29,372.

11 Work was also continued on the improvement of route A.48 from Wychtree Bridges to Lonlas, at an estimated cost of £394,405. The present work, which is restricted to the eastern section, Llansamlet–Lonlas, a total length of 2,550 yards, will eventually join the proposed Neath By-pass from Earlswood to Lonlas.

Monmouthshire.

12 Work was still in progress on the reconstruction and widening of Hill Street Bridge, Pontnewydd, Pontypool. The gross estimated cost is £53,706.

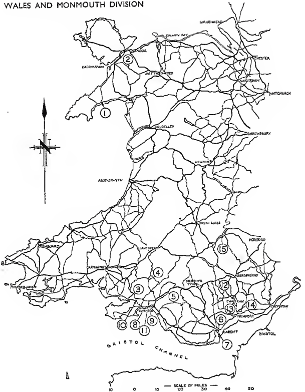
13 In addition, work was begun on the construction of the Town Centre Main Road (potential Class I) in Cwmbran New Town, at an estimated gross cost of £68,413.

14 *Newport.* Work, estimated to cost £33,939, was begun on the widening of Malpas Road (A.4042), from Malpas Court Lodge northwards to the County Borough boundary.

Radnorshire.

15 The reconstruction of Hay Bridge together with the widening of its approaches at Hay-Clyro (B.4351) was begun at an estimated cost of £99,743.

WALES AND MONMOUTH DIVISION



North Western Division

No. on map

Cheshire.

1 Work was completed on the construction of the new road (potential Class I) to by-pass the town centre of Congleton, from Rood Hill at the north and joining West Road at the South, including a new bridge over the River Dane, together with the improvement of the existing road at each end of the new road. The cost is estimated at £77,000.

2 Work, estimated to cost £74,323, was continued on the reconstruction and widening of Wilmslow Road (A.34) between the "Blue Bell" Hotel and School Road over a length of 1,340 yards and between Spath Lane and the "Wagon and Horses" Hotel, over a length of 700 yards, including the widening of Handforth Bridge and a river diversion.

No.
on
map

3 Work was started on the widening and improvement of the Congleton–Newcastle-under-Lyme Road (A.34) for a distance of 860 yards between Dairy Brook farm and the junction of a Class III road at Astbury Smithy. The estimated cost is £33,000.

4 Work, estimated to cost £30,000, was also started on the widening and improvement of Manchester Road (B.5158) and Carrington Lane (B.5166) from a point 150 yards west of Stamford Farm to a point 100 yards east of Dainewell Farm, a distance of 1,600 yards.

5 *Birkenhead.* Work was started on the reconstruction and widening of Arrowe Park Road (A.551) from a point 150 ft. south of Rake Lane junction to a point 170 ft. south of Arrowe Brook Road junction, a distance of 760 yards, at an estimated cost of £42,340.

6 *Stockport.* The reconstruction of Club House Bridge, Didsbury Road and approaches was completed. The estimated cost is £58,756 towards which the British Transport Commission is contributing £7,400.

Cumberland.

7 Work has started on the widening and improvement of 1,900 yards of the Carlisle–Cockermouth Road (A.595) from Kirkland Guards to Alderscough Cottages, at an estimated cost of £32,940.

Lancashire.

8 Work was continued on the widening of a 273 yards length of road between the "Golden Fleece" Hotel and Chapel Gate, Milnrow, on route A.640 including the widening of Milnrow bridge over the river Beal, at an estimated cost of £34,951.

In addition, work was started on the following schemes:

9 The diversion of School Lane, Kirkby, and the widening of Delph Lane from the junction of School Lane with Kirkby Row to the junction of Delph Lane with Broad Lane, a distance of approximately 1,500 yards, at an estimated cost of £62,426.

10 The widening and realignment of Samlesbury–Mellor Brook Road (A.6063) for a length of 1,372 yards from the "Five Barred Gate" Hotel to the western end of the Samlesbury Diversion, the estimated cost being £46,479.

11 The reconstruction and widening of Fleetwoods Canal Bridge, Sefton, and approaches from a point approximately 145 yards west of the existing bridge to 85 yards east of it; the estimated cost is £37,410.

12 The reconstruction and widening of Ledsons (Horse and Jockey) Canal Bridge and approaches on the Aintree–Waddicar Road (Class III) involving a distance of 185 yards, at an estimated cost of £32,621.

13 Work, estimated to cost £267,966, was also started on the construction of the sub-structure of a new high level steel arch bridge over the river Mersey and the Manchester Ship Canal between Runcorn and Widnes. The scheme, which includes reinforced concrete approaches, is expected to cost about £2,700,000.

14 *Burnley.* The widening of Church Street (A.56) was completed at a cost of £35,000.

15 *Bootle.* Work, estimated to cost £35,895, was continued on the construction of a new road, approximately 750 yards long, from a point north of Ford Station to Dunnings Bridge Road (A.567) together with the construction of a roundabout at the junction of Park Lane and Bailey Drive on the southerly approach to Ford Station Railway Bridge.

No.
on
map

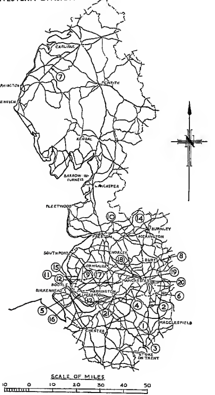
16 *Liverpool.* The reconstruction and widening of Mackets Lane (Class III) between Hillfoot Avenue and Haleswood Road was continued at an estimated cost of £57,273.

17 Work, estimated to cost £52,287, was started on the reconstruction and widening of the bridge carrying Long Lane (B.5187) over the railway at Fazakerley.

18 *Manchester.* The widening of Bridge Street (B.5221) on the north side, for a distance of 200 yards eastwards from the River Irwell, was completed at a cost of approximately £34,341.

19 Work was continued on the construction of a new road (potential Class III) to supersede Floats Road (Class III) over a distance of approximately 800 yards. The estimated cost is £123,304, towards which special contributions are being made from Manchester County Borough Council and from Metropolitan Vickers Ltd.

NORTH WESTERN DIVISION



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map

20 Work was started on the widening and improvement of Piccadilly (A.6), Mosley Street (A.5068), Portland Street (Class III) and Parker Street (unclassified) for a gyratory traffic system round Piccadilly Gardens. The estimated gross cost of the scheme is £314,000 of which £71,095 is grant earning.

21 *Warrington.* Work was continued on the construction of a bridge and approaches 380 yards long, to replace an existing level crossing over the Warrington–Lymm Railway on the Wilderspool Causeway (A.49). The scheme, which will incorporate roundabouts at the junctions with Knutsford Road (A.50) and Chester Road (A.56), is estimated to cost £345,854 including £160,560 for land and the net loss incurred on the rehousing of displaced tenants.

North Eastern Division

County Durham.

1 The re-alignment and widening of the Durham-Lanchester Road (A.691) from Kaysburn to Witton Gilbert, a length of 1,000 yards, was completed at an approximate cost of £34,149.

2 Work was begun and nearly completed on the improvement of A.689, over a distance of 895 yards from Leeholme Road junction to west of Leasingthorne Cross Roads at an estimated cost of £33,600.

3 Work, estimated to cost £150,750, was started on the construction of a new bridge over the railway to replace the existing Saltworks Bridge, together with the widening of A.1046 at Billingham and the construction of a short stretch of new road. The total length of the improvement covers 880 yards.

4 *Darlington.* Work was also started on the realignment and widening of Grange Road (A.1), from the southern County Borough boundary northwards for a distance of 761 yards, at an estimated cost of £33,560.

5 *South Shields.* The construction of Stage I of the Western Approach road (potential Class I), a new road to provide dual carriageways between Laygate (B.1301) and Derby Street, a distance of 500 yards, was started at an estimated cost of £55,560.

Northumberland.

6 Work was continued on the replacement of the existing hump backed West Woodburn bridge on A.68 (Allensford–Elishaw Road) by a two-span reinforced concrete arch bridge on an improved alignment, at an estimated cost of £37,000.

In addition, work was started on the following schemes:

7 The widening of 669 yards of Jubilee Road (Class III) Gosforth, at an estimated cost of £28,290.

8 The improvement of 704 yards of the Morpeth–Shields Road (A.192) at St. Mary's Church, Seaton Delaval.

9 *Newcastle.* Work was started on the widening and reconstruction of Waverdale Avenue (potential Class III) for a short distance southwards from its junction with Fossway, and northwards from its junction with Welbeck Road, together with the construction of approximately 400 yards of new linking road. The total length of this scheme covers 820 yards and it is expected to cost £30,000.

Yorkshire, North Riding.

10 The reconstruction of Kilton Mill Bridge (A.174) was completed at a cost of approximately £36,520.

No.
on
map

11 Work was also completed on the construction of a new bridge to carry A.684 over the River Wiske, and on a road diversion 450 yards long at Howden Gate near Northallerton. The estimated cost is £26,150.

12 Work was begun and completed on the replacement of the bridge over the River Leven at Stokesley (A.173) by a two-span reinforced concrete bridge. The estimated cost is £27,082.

13 Work, estimated to cost £47,220, was started on a road diversion 1,050 yards long at Jugger Howe on the Scarborough–Whitby Road (A.171) together with the widening, realigning and regrading of the existing road for about 230 yards to the south-east and 270 yards to the north-west of the diversion.

14 *Middlesbrough.* The widening of Marton Road (A.172) and the construction of a roundabout at the junction with Longlands Road (A.1085) were completed at an approximate cost of £35,360.

15 *York.* Work was completed on the reconstruction and widening of Castle Mills Bridge over the river Foss on A.19 to dual carriageway standard; the estimated cost is £93,000.

Yorkshire, West Riding.

The following schemes were completed:—

16 The elimination of the weak and humped Aldam Canal Bridge (A.633) including the provision of a piped culvert and the realignment of the approaches, at a cost of approximately £32,808.

17 The improvement and widening of the Sheffield–Halifax County Road from Lee Lane to Causeway Foot Lane, Kirkburton, a distance of about 635 yards, at a cost of approximately £25,367.

18 The widening of the Doncaster–Saltersbrook County Road (A.635) from the east of Tyers Hill Lodge to the Barnsley County Borough boundary over a distance of 982 yards, except for final surfacing. The estimated cost is £40,594.

19 *Dewsbury.* Work was still in progress at Ossett Lane (Class III) on the widening, realignment and regrading for a total length of 833 yards, at an estimated cost of £25,000.

20 * *Doncaster.* Work was started on the reconstruction of the Doncaster Mill Bridge (part in the County Borough) on A.1 together with the widening and regrading of 105 yards of the southern approach road. The estimated gross cost is £192,552, towards which the Yorkshire Ouse River Board are contributing £19,095. The northern section of the bridge together with the northern approach road is referred to on page 37.

21 *Leeds.* Work was started on the realignment, diversion, and widening of 530 yards of road between Oxford Place and Westgate involving the provision of dual carriageways and a traffic roundabout. The cost is estimated at £242,295, to which the Council are making an additional contribution of £6,060.

22 *Rotherham.* The widening of Moorgate Road over a distance of 900 yards northwards from its junction with A.631 at Whiston Cross Roads, was begun at an estimated cost of £37,000

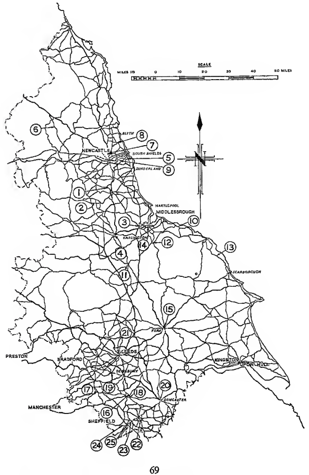
23 *Sheffield.* The reconstruction, realignment and widening of Staniforth Road Railway Bridge including the immediate approaches for a distance of about 100 yards, was completed, at an approximate cost of £26,988.

24 Work was also completed on the widening and realignment of Elm Lane over a length of approximately 1,000 yards at an estimated cost of £29,201.

No. on map

25 The construction of an Inner Ring Road (potential Class I) was started at an estimated cost of £191,374. The scheme comprises about 330 yards of new road between the junction of London Road (A.621), the Moor (A.621), and Ecclesall Road (A.625) and the junction of Bramall Lane and St. Mary's, with dual carriageways and the provision of roundabouts at each end of the new road.

NORTH EASTERN DIVISION



North Midland Division

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Derbyshire.

1 Work was completed on the raising, realigning and widening of Rotherbam Road, Beighton, including the provision of a new bridge over the river Rother at a cost of approximately £34,758.

2 Work, estimated to cost £25,186, was continued on the widening of Norbriggs Road and Woodthorpe Road, Staveley.

3 *Derby.* Work proceeded satisfactorily on the strengthening of a culvert and reconstruction of the road over Markeston Brook (A.52); it is estimated to cost £33,150.

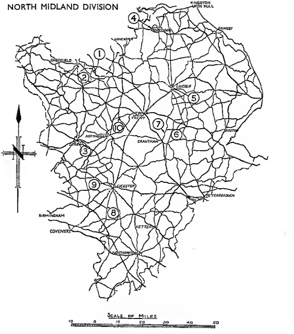
Lincolnshire (Lindsey).

4 Work was started on the reconstruction of Keadby Lock Swing Bridge, including the provision of 300 yards of new approach roads at an estimated cost of £63,595.

5 *Lincoln.* Work was continued on the construction of a bridge to carry Pelham Street (B.1188) over the Eastern Region Railway. The estimated cost, together with ancillary schemes in Norman Street, Norman Place and St. Mary's Street, is £668,750.

Lincolnshire (Kesteven).

6 The construction of a By-Pass to eliminate a number of bends at Leasingham on A.15, was completed at a cost of approximately £31,000.



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7 Work was started on a diversion 1,100 yards long at Syston on A.607 from the cross roads in Barkston village to a point 150 yards south of West Lodge Gates, at an estimated cost of £27,000.

Leicestershire.

8 The widening, reconstruction and realigning of A.426 northwards from the junction with the road to Gilmorton, (Cotes-de-Val bends) was begun and virtually completed ; the estimated cost is £35,508.

9 * *Leicester.* The reconstruction of Belgrave Gate Bridge (A.6) to enable it to carry heavy and indivisible loads, was completed, at a cost of approximately £50,000.

Nottinghamshire.

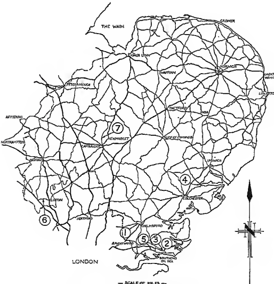
10 Work was completed on the provision of 1,500 yards of 24 ft. carriageway from the junction of A.6097 with the Nottingham–Oxton Road (B.6386) to complete the existing By-pass, at a cost of approximately £30,000.

Eastern Division

1 The reconstruction and widening of Writtle Road Railway Bridge on A.122 at Chelmsford was completed, at an approximate cost of £26,000.

2 Work was also completed on the construction of half a mile of dual carriageway on Prince Avenue (A.127) in Southend at an approximate cost of £152,000 ;

EASTERN DIVISION



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3 while a start was made on providing another $\frac{3}{4}$ mile of this road with dual carriageways at an estimated cost of £73,000.

4 Work estimated to cost £62,000 was begun on the construction of a new bridge over the River Stour at Cattawade on A.137 to replace the existing bridge.

5 Work was also started on the widening of A.13 at Bread and Cheese Hill Thundersley, over a distance of 1,400 yards, at an estimated cost of £43,000.

Bedfordshire.

6 The widening of approximately 1 mile of the Luton–Dunstable Road (A.505) was begun at an estimated cost of £84,658.

Cambridgeshire.

7 Work was begun on the reconstruction of Wats Lane, Mill Lane and Pigs Lane, Histon, to provide a diversion of the Cambridge–Wilburton Road (B.1049) through Histon for a length of 1,650 yards. The estimated cost is £36,942.

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* Schemes to facilitate the movement by road of abnormal indivisible loads.

APPENDIX XIII

BRIDGE SCHEMES

In addition to the schemes mentioned in Appendix IX, the following have also been carried out on trunk roads to facilitate the movement by road of abnormal indivisible loads.

London–Edinburgh–Thurso Trunk Road

Rossington Bridge, Yorkshire (West Riding).	Reconstruction was almost completed.

London–Great Yarmouth Trunk Road

Benhall Railway Bridge, East Suffolk.	Reconstruction completed.

London–Fishguard Trunk Road

Ddawen Bridge over River Thaw, Glamorgan.	Reconstruction begun.

London–Holyhead Trunk Road

High Street Brownhills Railway Bridge, Staffordshire.	Strengthening begun and completed.

London–Carlisle–Glasgow–Inverness Trunk Road

Force Bridge, Westmorland.	Strengthening begun and completed.

Liverpool–Leeds–Hull Trunk Road

Liversedge Railway Bridge No. 22, Spenborough, Yorkshire (West Riding).	Reconstruction begun.
Garforth Railway Bridge, Yorkshire (West Riding).	Redecking begun and completed.

Carlisle–Sunderland Trunk Road

Scarrow Hill Railway Bridge, Cumberland.	Strengthening begun and completed.

Nottingham–Derby–Stoke-on-Trent Trunk Road

Etwall Bridge, Derbyshire.	Reconstruction begun.

Levens Bridge–Broughton-in-Furness–Workington–Aspatria–Carlisle Trunk Road

Distington Railway Bridge, Cumberland.	Lowering of road under bridge to provide increased headroom begun.

North of Dunston–Stafford Trunk Road

Wolverhampton Road Railway Bridge, Staffordshire.	Reconstruction begun.

APPENDIX XIV

CASUALTIES IN ROAD ACCIDENTS

Number

	1952	1953	1954	1955	1956
CASUALTIES					
Total	191,465	208,427	219,380	247,023	246,501
Killed	4,221	4,511	4,465	4,916	4,827
Seriously Injured . . .	45,927	51,352	52,326	57,010	56,406
Slightly Injured . . .	141,317	152,564	162,589	185,097	185,268

APPENDIX XV

VEHICLES LICENSED*

Thousands

	1952	1953	1954	1955	1956
TOTAL	4,524	4,878	5,337	5,936	6,408
Cars	2,323	2,556	2,873	3,273	3,608
Cycles, etc.:					
Total	902	988	1,086	1,199	1,265
Of which not over 60 c.c.	117	149	186	219	237
Public road passenger vehicles:					
Total	120	105	97	92	89
Buses, coaches, taxis, etc.:					
Not over 8 seats	47	32	25	21	18
Over 8 seats	67	68	67	66	67
Trolley vehicles	4	4	4	4	3
Tramcars	2	1	1	1	1
Goods vehicles:					
Total	882	911	945	1,017	1,078
General:					
Total	833	863	896	968	1,032
Not over 1½ tons	388	418	444	496	545
Over 1½ and not over 3 tons	367	363	361	367	367
Over 3 tons	78	82	91	105	120
Farmers' goods vehicles	40	39	39	39	41
Miscellaneous†	9	9	10	10	5
Agricultural tractors, engines, etc.	245	263	277	293	302
Trench diggers, mobile cranes, mowing machines, etc.	17	18	20	23	24
Vehicles exempt from duty:					
Total	35	37	39	39	42
Government owned‡	—	1	2	—	1
Other	35	36	37	39	41

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* Licences current at any time in the September quarter.

† From 1952 to 1955 includes

(i) showmen's and general haulage tractors;

(ii) showmen's special vehicles; and

(iii) local authorities' watering vehicles.

1956 includes (i) only, (ii) and (iii) being included in "General".

‡ Excludes most vehicles operated by Service Departments and vehicles run under the scheme for Crown vehicles.

APPENDIX XVI

VEHICLES NEWLY REGISTERED

Number

	1952	1953	1954	1955	1956
TOTAL	423,580	540,265	667,620	843,116	696,691
Cars	173,855	271,660	357,584	463,588	369,085
Cycles, etc.:					
Total	129,739	135,602	162,606	183,726	140,205
Of which not over 60 c.c.	44,954	43,286	53,049	..	39,104
Public road passenger vehicles:					
Total	5,007	4,582	5,058	4,842	4,451
Buses, coaches, taxis, etc.:					
Not over 8 seats	446	780	1,175	1,682	885
Over 8 seats	4,489	3,772	3,878	3,077	3,531
Trolley vehicles	72	30	5	83	35
Goods vehicles:					
Total	75,350	89,652	100,553	142,356	137,856
General:					
Total	73,387	87,757	98,223	139,306	134,696
Up to 1½ tons	45,069	55,585	62,005	92,871	89,085
Over 1½ and not over 3 tons	20,852	22,712	25,422	32,182	29,122
Over 3 tons	7,466	9,460	10,796	14,253	16,489
Farmers' goods vehicles	1,196	1,101	1,508	2,208	2,319
Miscellaneous*	767	794	822	842	841
Agricultural tractors, engines, etc.	25,332	26,094	27,089	30,331	24,224
Trench diggers, mobile cranes and mowing machines, etc.	2,089	2,318	2,826	3,363	3,192
Vehicles exempt from duty:					
Total	12,208	10,357	11,904	14,910	17,678
Government owned†	5,527	4,468	6,172	8,588	10,036
Other	6,681	5,889	5,732	6,322	7,642

* Includes showmen's and general haulage tractors, showmen's special vehicles and local authorities' watering vehicles.

† Excludes most vehicles operated by Service Departments and vehicles run under the scheme for Crown vehicles.

APPENDIX XVII

STREET LIGHTING

	Number of Installations		Total Cost		Minister's Contribution*		Mileage of roads involved	
	1955–56	1956–57	1955–56	1956–57	1955–56	1956–57	1955–56	1956–57
(*a*) *Trunk Roads:*			£	£	£	£		
Minister's contribution under Section 6 (4) of the Trunk Roads Act, 1936	74	91	291,952	473,180	145,976	236,590	82	120
(*b*) *Other Roads:*								
Applications for consent to raise loans recommended to Ministry of Housing and Local Government	612	535	4,062,441	2,236,679	—	—	—	—

* These figures represent the amounts of expenditure to which the Minister has committed himself during the year—the actual expenditure during any year depends upon the rate at which work is done and lighting authorities present their claims.

APPENDIX XVIII

ROAD TRAFFIC CENSUS—AUGUST, 1956

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TABLE 6.	Analysis of vehicle mileages by class of vehicle and by Engineering Divisions. Trunk and Class I roads combined.	Sunday.
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TABLE 10.	Road Research Laboratory Census Indices of average daily and weekly flow.	Trunk and all classified roads.

TABLE 1. *Traffic Census—13th to 19th August, 1956*

Vehicle Mileages—Trunk and Class I Roads

100 Million Vehicle Miles

Days of Week and Areas	Total Passenger and Goods Vehicles	Passenger Vehicles								Goods Vehicles		
		Total	Cars and Motor Cycles						Buses and Coaches	Total	Light	Heavy
			Total	Cars	Total M/Cycles	Solo	Comb.	Motor Assisted				
Seven-day total:												
Urban and Rural	6·1108	4·6109	4·2784	3·8128	0·4656	0·3319	0·1094	0·0243	0·3325	1·4999	0·6365	0·8634
Urban	2·9347	2·1796	1·9739	1·7270	0·2469	0·1698	0·0597	0·0174	0·2057	0·7551	0·3485	0·4066
Rural	3·1761	2·4313	2·3045	2·0858	0·2187	0·1621	0·0497	0·0069	0·1268	0·7448	0·2880	0·4568
Monday–Friday:												
Urban and Rural	4·2516	2·9711	2·7501	2·4422	0·3079	0·2213	0·0674	0·0192	0·2210	1·2805	0·5044	0·7761
Urban	2·1203	1·4720	1·3297	1·1581	0·1716	0·1185	0·0390	0·0141	0·1423	0·6483	0·2826	0·3657
Rural	2·1313	1·4991	1·4204	1·2841	0·1363	0·1028	0·0284	0·0051	0·0787	0·6322	0·2218	0·4104
Saturday:												
Urban and Rural	1·0151	0·8661	0·7954	0·7169	0·0785	0·0540	0·0216	0·0029	0·0707	0·1490	0·0813	0·0677
Urban	0·4495	0·3745	0·3352	0·2969	0·0383	0·0255	0·0108	0·0020	0·0393	0·0750	0·0422	0·0328
Rural	0·5656	0·4916	0·4602	0·4200	0·0402	0·0285	0·0108	0·0009	0·0314	0·0740	0·0391	0·0349
Sunday:												
Urban and Rural	0·8441	0·7737	0·7329	0·6537	0·0792	0·0566	0·0204	0·0022	0·0408	0·0704	0·0508	0·0196
Urban	0·3649	0·3331	0·3090	0·2720	0·0370	0·0258	0·0099	0·0013	0·0241	0·0318	0·0237	0·0081
Rural	0·4792	0·4406	0·4239	0·3817	0·0422	0·0308	0·0105	0·0009	0·0167	0·0386	0·0271	0·0115

TABLE 2. *Traffic Census—13th to 19th August, 1956*

Vehicle Mileages—Trunk Roads

100 Million Vehicle Miles

Days of Week and Areas	Total Passenger and Goods Vehicles	Passenger Vehicles								Goods Vehicles		
		Total	Cars and Motor Cycles						Buses and Coaches	Total	Light	Heavy
			Total	Cars	Total M/Cycles	Solo	Comb.	Motor Assisted				
Seven-day total:												
Urban and Rural	2·6504	1·9467	1·8330	1·6492	0·1838	0·1315	0·0463	0·0060	0·1137	0·7037	0·2622	0·4415
Urban	0·8690	0·6208	0·5847	0·5138	0·0709	0·0493	0·0186	0·0030	0·0361	0·2482	0·1070	0·1412
Rural	1·7814	1·3259	1·2483	1·1354	0·1129	0·0822	0·0277	0·0030	0·0776	0·4555	0·1552	0·3003
Monday–Friday:												
Urban and Rural	1·7999	1·1987	1·1294	1·0152	0·1142	0·0829	0·0266	0·0047	0·0693	0·6012	0·2041	0·3971
Urban	0·6187	0·4051	0·3808	0·3338	0·0470	0·0330	0·0115	0·0025	0·0243	0·2136	0·0864	0·1272
Rural	1·1812	0·7936	0·7486	0·6814	0·0672	0·0499	0·0151	0·0022	0·0450	0·3876	0·1177	0·2699
Saturday:												
Urban and Rural	0·4732	0·4053	0·3750	0·3389	0·0361	0·0247	0·0106	0·0008	0·0303	0·0679	0·0351	0·0328
Urban	0·1427	0·1189	0·1110	0·0978	0·0132	0·0089	0·0040	0·0003	0·0079	0·0238	0·0130	0·0108
Rural	0·3305	0·2864	0·2640	0·2411	0·0229	0·0158	0·0066	0·0005	0·0224	0·0441	0·0221	0·0220
Sunday:												
Urban and Rural	0·3773	0·3427	0·3286	0·2951	0·0335	0·0239	0·0091	0·0005	0·0141	0·0346	0·0230	0·0116
Urban	0·1076	0·0968	0·0929	0·0822	0·0107	0·0074	0·0031	0·0002	0·0039	0·0108	0·0076	0·0032
Rural	0·2697	0·2459	0·2357	0·2129	0·0228	0·0165	0·0060	0·0003	0·0102	0·0238	0·0154	0·0084

TABLE 3. *Traffic Census—13th to 19th August, 1956*

Vehicle Mileages—Class I Roads

100 Million Vehicle Miles

Days of Week and Areas	Total Passenger and Goods Vehicles	Passenger Vehicles								Goods Vehicles		
		Total	Cars and Motor Cycles						Buses and Coaches	Total	Light	Heavy
			Total	Cars	Total M/Cycles	Solo	Comb.	Motor Assisted				
Seven-day total:												
Urban and Rural	3·4604	2·6642	2·4454	2·1636	0·2818	0·2004	0·0631	0·0183	0·2188	0·7962	0·3743	0·4219
Urban	2·0657	1·5588	1·3892	1·2132	0·1760	0·1205	0·0411	0·0144	0·1696	0·5069	0·2415	0·2654
Rural	1·3947	1·1054	1·0562	0·9504	0·1058	0·0799	0·0220	0·0039	0·0492	0·2893	0·1328	0·1565
Monday–Friday:												
Urban and Rural	2·4517	1·7724	1·6207	1·4270	0·1937	0·1384	0·0408	0·0145	0·1517	0·6793	0·3003	0·3790
Urban	1·5016	1·0669	0·9489	0·8243	0·1246	0·0855	0·0275	0·0116	0·1180	0·4347	0·1962	0·2385
Rural	0·9501	0·7055	0·6718	0·6027	0·0691	0·0529	0·0133	0·0029	0·0337	0·2446	0·1041	0·1405
Saturday:												
Urban and Rural	0·5419	0·4608	0·4204	0·3780	0·0424	0·0293	0·0110	0·0021	0·0404	0·0811	0·0462	0·0349
Urban	0·3068	0·2556	0·2242	0·1991	0·0251	0·0166	0·0068	0·0017	0·0314	0·0512	0·0292	0·0220
Rural	0·2351	0·2052	0·1962	0·1789	0·0173	0·0127	0·0042	0·0004	0·0090	0·0299	0·0170	0·0129
Sunday:												
Urban and Rural	0·4668	0·4310	0·4043	0·3586	0·0457	0·0327	0·0113	0·0017	0·0267	0·0358	0·0278	0·0080
Urban	0·2573	0·2363	0·2161	0·1898	0·0263	0·0184	0·0068	0·0011	0·0202	0·0210	0·0161	0·0049
Rural	0·2095	0·1947	0·1882	0·1688	0·0194	0·0143	0·0045	0·0006	0·0065	0·0148	0·0117	0·0031

TABLE 4. *Traffic Census—13th to 19th August, 1956*

Vehicle Mileages—Trunk and Class I Roads (Monday–Friday)

100 Million Vehicle Miles

Engineering Divisions	Total Passenger and Goods Vehicles	Passenger Vehicles								Goods Vehicles		
		Total	Cars and Motor Cycles						Buses and Coaches	Total	Light	Heavy
			Total	Cars	Total M/Cycles	Solo	Comb.	Motor Assisted				
Metropolitan	0·7832	0·5643	0·5107	0·4251	0·0856	0·0554	0·0207	0·0095	0·0536	0·2189	0·0952	0·1237
South Eastern	0·4446	0·3494	0·3312	0·2978	0·0334	0·0245	0·0074	0·0015	0·0182	0·0952	0·0417	0·0535
Eastern	0·3322	0·2182	0·2068	0·1875	0·0193	0·0149	0·0036	0·0008	0·0114	0·1140	0·0329	0·0811
North Eastern	0·7728	0·5302	0·4713	0·4320	0·0393	0·0287	0·0089	0·0017	0·0589	0·2426	0·0929	0·1497
North Western	0·5207	0·3280	0·3040	0·2735	0·0305	0·0215	0·0074	0·0016	0·0240	0·1927	0·0716	0·1211
North Midland	0·3187	0·1979	0·1857	0·1615	0·0242	0·0186	0·0038	0·0018	0·0122	0·1208	0·0417	0·0791
Midland	0·2685	0·1715	0·1602	0·1423	0·0179	0·0141	0·0029	0·0009	0·0113	0·0970	0·0389	0·0581
South Western	0·5004	0·3867	0·3718	0·3339	0·0379	0·0287	0·0083	0·0009	0·0149	0·1137	0·0501	0·0636
Wales and Monmouth . . .	0·2747	0·1810	0·1697	0·1522	0·0175	0·0130	0·0034	0·0011	0·0113	0·0937	0·0357	0·0580

TABLE 5. *Traffic Census—13th to 19th August, 1956*

Vehicle Mileages—Trunk and Class I Roads (Saturday)

100 Million Vehicle Miles

Engineering Divisions	Total Passenger and Goods Vehicles	Passenger Vehicles								Goods Vehicles		
		Total	Cars and Motor Cycles						Buses and Coaches	Total	Light	Heavy
			Total	Cars	Total M/Cycles	Solo	Comb.	Motor Assisted				
Metropolitan	0·1664	0·1413	0·1277	0·1090	0·0187	0·0115	0·0059	0·0003	0·0136	0·0251	0·0147	0·0104
South Eastern	0·1293	0·1160	0·1102	0·0986	0·0116	0·0080	0·0033	0·0003	0·0058	0·0133	0·0081	0·0052
Eastern	0·0923	0·0801	0·0745	0·0675	0·0070	0·0049	0·0019	0·0002	0·0056	0·0122	0·0055	0·0067
North Eastern	0·1636	0·1374	0·1195	0·1114	0·0081	0·0056	0·0023	0·0002	0·0179	0·0262	0·0139	0·0123
North Western	0·1193	0·0962	0·0845	0·0769	0·0076	0·0051	0·0022	0·0003	0·0117	0·0231	0·0117	0·0114
North Midland	0·0744	0·0613	0·0575	0·0519	0·0056	0·0042	0·0011	0·0003	0·0038	0·0131	0·0063	0·0068
Midland	0·0659	0·0542	0·0505	0·0449	0·0056	0·0042	0·0012	0·0002	0·0037	0·0117	0·0067	0·0050
South Western	0·1409	0·1268	0·1220	0·1115	0·0105	0·0076	0·0027	0·0002	0·0048	0·0141	0·0085	0·0056
Wales and Monmouth	0·0630	0·0528	0·0490	0·0451	0·0039	0·0029	0·0009	0·0001	0·0038	0·0102	0·0059	0·0043

TABLE 6. *Traffic Census—13th to 19th August, 1956*

Vehicle Mileages—Trunk and Class I Roads (Sunday)

100 Million Vehicle Miles

Engineering Divisions	Total Passenger and Goods Vehicles	Passenger Vehicles								Goods Vehicles		
		Total	Cars and Motor Cycles						Buses and Coaches	Total	Light	Heavy
			Total	Cars	Total M/Cycles	Solo	Comb.	Motor Assisted				
Metropolitan	0·1401	0·1295	0·1199	0·1040	0·0159	0·0102	0·0050	0·0007	0·0096	0·0106	0·0084	0·0022
South Eastern	0·1115	0·1047	0·1004	0·0882	0·0122	0·0088	0·0032	0·0002	0·0043	0·0068	0·0053	0·0015
Eastern	0·0678	0·0630	0·0606	0·0552	0·0054	0·0040	0·0013	0·0001	0·0024	0·0048	0·0026	0·0022
North Eastern	0·1536	0·1398	0·1291	0·1170	0·0121	0·0087	0·0031	0·0003	0·0107	0·0138	0·0091	0·0047
North Western	0·0950	0·0854	0·0808	0·0728	0·0080	0·0056	0·0022	0·0002	0·0046	0·0096	0·0072	0·0024
North Midland	0·0635	0·0577	0·0553	0·0490	0·0063	0·0046	0·0014	0·0003	0·0024	0·0058	0·0043	0·0015
Midland	0·0584	0·0526	0·0507	0·0453	0·0054	0·0040	0·0012	0·0002	0·0019	0·0058	0·0041	0·0017
South Western	0·1003	0·0927	0·0899	0·0805	0·0094	0·0072	0·0021	0·0001	0·0028	0·0076	0·0058	0·0018
Wales and Monmouth	0·0541	0·0486	0·0466	0·0418	0·0048	0·0036	0·0011	0·0001	0·0020	0·0055	0·0040	0·0015

TABLE 7. *Traffic Census—13th to 19th August, 1956*

Vehicle Mileages—Trunk and Class I Roads (Seven-day Total)

100 Million Vehicle Miles

Engineering Divisions	Total Passenger and Goods Vehicles	Passenger Vehicles								Goods Vehicles		
		Total	Cars and Motor Cycles						Buses and Coaches	Total	Light	Heavy
			Total	Cars	Total M/Cycles	Solo	Comb.	Motor Assisted				
Metropolitan	1·0897	0·8351	0·7583	0·6381	0·1202	0·0771	0·0316	0·0115	0·0768	0·2546	0·1183	0·1363
South Eastern	0·6854	0·5701	0·5418	0·4846	0·0572	0·0413	0·0139	0·0020	0·0283	0·1153	0·0551	0·0602
Eastern	0·4923	0·3613	0·3419	0·3102	0·0317	0·0238	0·0068	0·0011	0·0194	0·1310	0·0410	0·0900
North Eastern	1·0900	0·8074	0·7199	0·6604	0·0595	0·0430	0·0143	0·0022	0·0875	0·2826	0·1159	0·1667
North Western	0·7350	0·5096	0·4693	0·4232	0·0461	0·0322	0·0118	0·0021	0·0403	0·2254	0·0905	0·1349
North Midland	0·4566	0·3169	0·2985	0·2624	0·0361	0·0274	0·0063	0·0024	0·0184	0·1397	0·0523	0·0874
Midland	0·3928	0·2783	0·2614	0·2325	0·0289	0·0223	0·0053	0·0013	0·0169	0·1145	0·0497	0·0648
South Western	0·7416	0·6062	0·5837	0·5259	0·0578	0·0435	0·0131	0·0012	0·0225	0·1354	0·0644	0·0710
Wales and Monmouth . . .	0·3918	0·2824	0·2653	0·2391	0·0262	0·0195	0·0054	0·0013	0·0171	0·1094	0·0456	0·0638

TABLE 8. *Traffic Census—August 1956*

Comparison with 1954

Index Numbers (1954 = 100)

		Mechanically Propelled Vehicles								Pedal cycles
		Total	Passenger Vehicles				Goods Vehicles			
			Total	Motor cycles	Cars	Buses and Coaches	Total	Light	Heavy	
TRUNK AND Class I ROADS	Seven days	119	123	107	128	97	107	109	106	91
	Monday–Friday	120	126	118	131	95	107	108	106	98
	Saturday	116	117	90	122	100	110	113	106	75
	Sunday	117	117	87	123	105	121	121	117	71
TRUNK ROADS	Seven days	119	121	102	126	95	114	120	111	92
	Monday–Friday	121	126	116	130	92	112	117	111	100
	Saturday	120	120	95	124	103	119	132	108	82
	Sunday	112	110	77	117	96	122	126	118	68
CLASS 1 ROADS	Seven days	118	123	109	128	98	103	103	102	89
	Monday–Friday	118	126	120	132	97	102	102	101	96
	Saturday	113	115	87	120	98	102	102	103	69
	Sunday	122	122	99	127	106	120	122	116	74

TABLE 9. *Traffic Census—August 1956*

Comparison with 1954—Trunk and Class I Roads

Index Numbers (1954 = 100)

	Mechanically Propelled Vehicles								Pedal cycles
	Total	Passenger Vehicles				Goods Vehicles			
		Total	Motor cycles	Cars	Buses and Coaches	Total	Light	Heavy	
England and Wales	119	123	107	128	97	107	109	106	91
Metropolitan	103	109	87	116	88	94	90	99	72
South Eastern	126	129	123	132	110	113	113	112	69
Eastern	122	131	107	135	126	103	113	99	108
North Eastern	114	119	102	124	103	100	102	101	77
North Western	110	111	102	117	64	110	111	109	99
North Midland	132	133	125	137	96	129	130	129	107
Midland	112	115	103	118	96	105	122	96	82
South Western	136	140	136	141	112	118	132	109	193
Wales and Monmouth . . .	131	138	128	144	93	109	109	109	118

TABLE 10. *Road Research Laboratory Census*
Indices of average daily and weekly flow in Great Britain

(Figure for average month in 1956 = 100)

	Monday to Friday	Saturday	Sunday	Week (5 × Monday–Friday + Saturday + Sunday)
January	84	76	62	80
February . . .	78	68	59	74
March	94	91	88	93
April	102	100	108	103
May	110	110	135	113
June	110	121	128	114
July	117	123	140	121
August	124	126	129	125
September . . .	110	119	120	113
October	103	103	100	102
November . . .	95	92	79	92
December . . .	73	72	53	70
Average	100	100	100	100

APPENDIX XIX

MINISTRY OF TRANSPORT AND CIVIL AVIATION ENGINEERING DIVISIONS

(1) Metropolitan

Counties: Buckingham (part), Essex (part), Hertford, Kent (part), London, Middlesex, Surrey.

County Boroughs: Croydon, East Ham, West Ham.

(2) Eastern

Counties: Bedford, Cambridge, Essex (part), Huntingdon, Isle of Ely, Norfolk, Suffolk (East), Suffolk (West).

County Boroughs: Great Yarmouth, Ipswich, Norwich, Southend.

(3) Midland

Counties: Hereford, Salop, Stafford, Warwick, Worcester.

County Boroughs: Birmingham, Burton-on-Trent, Coventry, Dudley, Smethwick, Stoke-on-Trent, Walsall, West Bromwich, Wolverhampton, Worcester.

(4) North Eastern

Counties: Durham, Northumberland, Yorkshire (North Riding), Yorkshire (East Riding), Yorkshire (West Riding).

County Boroughs: Barnsley, Bradford, Darlington, Dewsbury, Doncaster, Gateshead, Halifax, Huddersfield, Kingston-upon-Hull, Leeds, Middlesbrough, Newcastle-upon-Tyne, Rotherham, Sheffield, South Shields, Sunderland, Tynemouth, Wakefield, West Hartlepool, York.

(5) North Midland

Counties: Derby, Leicester, Lincoln (Holland), Lincoln (Kesteven), Lincoln (Lindsey), Northampton, Nottingham, Rutland, Soke of Peterborough.

County Boroughs: Derby, Grimsby, Leicester, Lincoln, Northampton, Nottingham.

(6) North Western

Counties: Chester, Cumberland, Lancaster, Westmorland.

County Boroughs: Barrow-in-Furness, Birkenhead, Blackburn, Blackpool, Bolton, Bootle, Burnley, Bury, Carlisle, Chester, Liverpool, Manchester, Oldham, Preston, Rochdale, St. Helens, Salford, Southport, Stockport, Wallasey, Warrington, Wigan.

(7) South Eastern

Counties: Berks, Buckingham (part), Isle of Wight, Kent (part), Oxford, Southampton, Sussex (East), Sussex (West).

County Boroughs: Bournemouth, Brighton, Canterbury, Eastbourne, Hastings, Oxford, Portsmouth, Reading, Southampton.

(8) South Western

Counties: Cornwall, Devon, Dorset, Gloucester, Somerset, Wilts.

County Boroughs: Bath, Bristol, Exeter, Gloucester, Plymouth.

(9) Wales and Monmouth

Counties: Anglesey, Brecknock, Caernarvon, Cardigan, Carmarthen, Denbigh, Flint, Glamorgan, Merioneth, Monmouth, Montgomery, Pembroke, Radnor.

County Boroughs: Cardiff, Merthyr Tydfil, Newport, Swansea.

(10) Scotland*

Counties: Angus, Aberdeen, Argyll, Ayr, Banff, Berwick, Bute, Caithness, Clackmannan, Dunbarton, Dumfries, East Lothian, Fife, Inverness, Kincardine, Kirkcudbright, Lanark, Midlothian, Moray and Nairn, Orkney, Peebles, Perth and Kinross, Renfrew, Ross and Cromarty, Roxburgh, Selkirk, Stirling, Sutherland, West Lothian, Wigtown, Zetland.

Large Burghs: Aberdeen, Airdrie, Arbroath, Ayr, Clydebank, Coatbridge, Dumbarton, Dumfries, Dundee, Dunfermline, Edinburgh, Falkirk, Glasgow, Greenock, Hamilton, Inverness, Kilmarnock, Kirkcaldy, Motherwell and Wishaw, Paisley, Perth, Port Glasgow, Rutherglen, Stirling.

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* As from 1st April, 1956, as stated in the Introductory paragraph, the Minister's functions as regards roads in Scotland passed to the Secretary of State.

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